

LD11c
Representations
(Regulation 20)

From:

Sent: 15 November 2018 23:51

To: Planning Policy <PlanningPolicy@londonlegacy.co.uk>

Subject: Questions on the London Plan 2018

Please find below my comments and questions on the London plan. If you could get back to me regarding them it would be appreciated:

Section B. 1a3

Bow Goods Yard

- What is the difference between SIL and PIL?
- It most definitely is not appropriate for the purpose of waste management uses so please remove that. It should also reflect the fact that SIL land can also be Development in SILs for non-industrial or related uses should be resisted other than as part of a strategically co-ordinated process of consolidation, or where it addresses a need for accommodation for SMEs or new emerging industries as per the London.gov.uk site as this site should be used for the purpose of creating new, innovative technologies and not old victorian, pollution causing industries. There is no place for concrete factories, tarmac or waste management facilities 100 metres from residents properties.

Section B. 1b5

Wick Lane and Crown Close

- Crown Close is a public highway that is currently being used for industrial purposes and without any planning consent so please can you ensure this is stopped with immediate effect.
- The warehouses located next door to 616 are causing residents nuisance. They are encouraging crime to come to the area of Fish Island making it unsafe and incompatible with residential properties across the road. I would implore that this land be relabelled to residential or fully residential / mixed use because any warehouse space is completely inappropriate for the area. We recently had a women being beaten up by one of 5 men that currently sleep in the site. It's really doesn't work and so can we please change this from being industrial and encourage that there be a coherent end-to-end masterplan on the area that makes this a safe place for residents to live.



PRN.002

From: [REDACTED]
Sent: 29 November 2018 10:06
To: Planning Policy
Subject: Publication Draft Revised Local Plan - Regulation 19 Consultation

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Reps, Red Category

Dear Planning Policy Team,

REVIEW OF THE LEGACY CORPORATION LOCAL PLAN – REGULATION 19 CONSULTATION ON THE PUBLICATION DRAFT REVISED LOCAL PLAN

Thank you for consulting Sport England on the Publication Draft Revised Local Plan Regulation 19 Consultation. As explained in Sport England comments on previous Local Plan consultation, Sport England has an established role within the planning system which includes providing advice and guidance on all relevant areas of national and local policy as well as supporting Local Authorities in developing their evidence base for sport. Sport England aims to ensure positive planning for sport by enabling the right facilities to be provided in the right places based on robust and up-to-date assessments of need for all levels of sport and for all sectors of the community. Further detail on Sport England's role and objectives within the planning system can be found via the following link:

<https://www.sportengland.org/facilities-planning/planning-for-sport/aims-and-objectives/>

Sport England has reviewed the Publication Draft Revised Local Plan in light of its planning objectives, in particular *Protect, Enhance and Provide*, and national planning policy set out in the National Planning Policy Framework (NPPF). There have been amendments since the previous Local Plan consultation that have highlighted the importance of sport facilities, namely recognising the importance of sporting industries for employment in paragraph 4.8, the inclusion of D2 uses in Policy 1.1 and acknowledging the importance of Lee Valley Hockey and Tennis Centre and the Lee Valley VeloPark. Although these amendments are welcomed the concerns raised by Sport England in its comments on the previous consultation have not been addressed (previous comments below) as there is still almost no reference to playing field or pitches and ancillary provision and the policies and supporting text are vague when appearing to refer to indoor and outdoor sport and leisure provision. The LLDC still does not appear to have Playing Pitch and Built Sport Facility Strategies therefore the policies are not informed by robust and up-to-date strategies for the area. As a result the Publication Draft Revised Local Plan is not positively prepared as it is not based on objectively assessed needs or consistent with the notational policy, namely NPPF, paragraph 96, which requires planning policies to be based on robust and up-to-date assessment of the need for sport and opportunities for new provision with information from such assessments being used to determine what sport provision is needed.

In light of the above, Sport England does not consider that the Publication draft Revised Local Plan is sound

Yours Faithfully

[REDACTED]
We have updated our Privacy Statement to reflect the recent changes to data protection law but rest assured, we will continue looking after your personal data just as carefully as we always have. Our Privacy [REDACTED]

From: [REDACTED]
Sent: 25 January 2018 13:30
To: 'planningpolicy@londonlegacy.co.uk' <planningpolicy@londonlegacy.co.uk>
Subject: Review of the Legacy Corporation Local Plan

Dear Planning Policy Team,

REVIEW OF THE LEGACY CORPORATION LOCAL PLAN

Thank you for providing the opportunity to comment on the review of the London Legacy Local Plan. Sport England has an established role within the planning system which includes providing advice and guidance on all relevant areas of national and local policy as well as supporting Local Authorities in developing their evidence base for sport.

Sport England aims to ensure positive planning for sport by enabling the right facilities to be provided in the right places based on robust and up-to-date assessments of need for all levels of sport and for all sectors of the community. To achieve this aim our planning objectives are to PROTECT sports facilities from loss as a result of redevelopment, ENHANCE existing facilities through improving their quality, accessibility and management and to PROVIDE new facilities that are fit for purpose and meet demands for participation now and in the future. You will also be aware that Sport England is a statutory consultee on planning applications affecting playing fields. Further detail on Sport England's role and objectives within the planning system can be found via the following link:

<https://www.sportengland.org/facilities-planning/planning-for-sport/aims-and-objectives/>

Sport England has reviewed the Local Plan review documents in light of these planning objectives and national planning policy set out in the National Planning Policy Framework (NPPF) and are concerned that there is almost no reference to playing field or pitches, including ancillary provision, within the document whilst the policies, and supporting text, is vague when appearing to refer to indoor and outdoor sport and leisure provision. The LLDC should consider this within the review and Sport England would expect that a new/updated Local Plan to have specific Policies that address indoor/built and outdoor and playing field/provision that reflect Sport England's planning objectives and the NPPF. These policies should be informed by robust and up-to-date strategies for the area the Local Plan covers, such as a Playing Pitch Strategy and Built Facility Strategy, which LLDC does not appear to have produced. More details on specific sections of the Local Plan/review is below.

3 Our Vision and what we want to achieve.

Sport England consider it essential that an area with such significant growth should have the health and wellbeing of its current and future community entrenched within its natural and built environment. Sport England therefore support that the objective to deliver a sustainable and healthy place to live and work remains. This objective, to some extent, reflects Sport England's Strategy, *Towards and Active Nation*, and DCMS Strategy, *A New Strategy for an Active Nation*, and can be achieved by entrenching the principles of Active Design (see below) and protecting, enhancing and providing (where directed by need) areas where the community can participate in formal and informal sport and recreation.

4 Developing Business Growth, Jobs and Higher Education and Training

Sport makes a huge contribution to the lives of individuals, to the economy and to society which is not specifically highlighted within the policies relating to business growth, jobs, training etc. Sport England has undertaken research to examine the economic value of sport in England with the main conclusions being:

- In 2010, sport and sport-related activity generated Gross Value Added (GVA) of £20.3 billion – 1.9% of the total GVA in England. This placed sport within the top 15 industry sectors in England and higher than sale and repair of motor vehicles, insurance, telecoms services, legal services and accounting.*
- Sport and sport-related activity is estimated to support over 400,000 full-time equivalent jobs – 2.3% of all jobs in England.

Sport also generates a range of wider benefits, both for individuals and society:

- The benefits of playing sport include the well-being/ happiness of individuals taking part, improved health and education, a reduction in youth crime, environmental benefits, stimulating regeneration and community development, and benefits to the individual and wider society through volunteering.
- Consumption of sport benefits include the well-being/ happiness of spectators, and the national pride/feel good factor through sporting success/achievement.
- The economic value of sport in terms of health and volunteering in England is estimated in 2011-2012 to have been £2.7 billion per annum for volunteering and £11.2 billion per annum for health.

(*Economic value of sport in England June 2013 published by Sport England)

Traditional forms of employment have been changing in the last 100 years, unfortunately the perception of what employment land is, has not. The introduction of B8 distribution challenged local authorities in the 80's and '90s as more of these uses came forward. Sport is often overlooked as an employer.

It is Sport England's contention that the LLDC should consider D2 sports uses; fitness clubs, gyms, climbing centres and five aside centres, to be acceptable on employment sites, as they do create sustainable employment opportunities and provide work experience and qualifications. Also, it should not be overlooked that there are usually more employment opportunities generated through a commercial gym, e.g. David Lloyd Gyms or commercial football e.g. Football First, or a gymnastics club D2 use, than a 500,000m2 B8 use.

Sport England, therefore, advise that the LLDC consider the economic value of sport within any updated policies/Local Plan. More information on sport and the economy, including Sport England's *Economic Value in Sport Model*, can be found at <https://www.sportengland.org/research/benefits-of-sport/economic-value-of-sport/>

6 Create a High Quality Built and Natural Environment & 8 Creating a sustainable place to live and work

The documentation states that the evidence base would be reviewed, including the Open Space and Play Assessment. Sport England welcomes that the LLDC are reviewing its evidence base but it is concerned that there is no mention of the evidence base for formal playing pitches and built sport facilities and it does not appear that the LLDC have robust and up-to-date Playing Pitch and Sport Built Facility Strategies for its area. The NPPF, at paragraph 73, states that policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision that identify specific needs, deficits and any surpluses in the area which should inform what open space, sports and recreational provision is required. Furthermore, paragraph 17 states that a principle of plan-making is to take account of, and support, local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs. LLDC does not have such up to date strategies that has robustly assessed sports provision, identified current and future supply and demand needs and sets out a long term strategy that indicates what facilities are required where and when. The lack of such strategies has, as Sport England understand, caused delays in determining applications in the Bromley-by-Bow area and similar situations could arise as more applications for considerable development are proposed.

Sport England, therefore, consider that the LLDC work with local stakeholders, including National Sport Governing Bodies and Sport England, to develop Playing Pitch and Built Facility Strategies that can inform Sport and recreation policies in an updated Local Plan that sets out what provision is required where and when. This would result in informing robust, effective and positively prepared policies that plan for sport. It is likely that Sport England would object to any Local Plan and/or Policy revisions that are not informed by such up-to-date and robust strategies. More details on Playing Pitch Strategies and Built Facility Strategies, including the Playing Pitch Strategy Guidance and Assessing Needs and Opportunities Guidance can be found at

<https://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/>

As alluded to above, Sport England considers that the design of where communities live and work is key to keeping people active and placemaking should create environments that make the active choice the easy choice. Therefore, Sport England and Public Health England have produced Active Design Guidance that aims to inform the urban design of places, neighbourhoods, buildings, streets and open spaces to promote sport and active lifestyles. The guide sets out ten principles to consider when designing places that would contribute to creating well designed healthy communities and it is strongly recommended that these principles and concepts are fully considered in the Local Plan review and incorporated within any updated plan or policies, for instance applicants could be required to submit a completed Active Design checklist that shows how activity has been designed into their development. More information, including the guidance, can be found via the following link;

<http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/>

10-13 Sub Area Policies

Sport England strongly advise that these policies are reviewed and are updated to incorporate Active Design and also reflect up-to-date strategies for built facilities and playing pitches that indicate what facilities are required in each area to meet local needs. Sport England, at present, are concerned with the limited sustainable sport facility provision that is coming forward to serve the existing and future population and what appears to be limited strategic sports planning.

Conclusions

At present Sport England has concerns with the existing Local Plan and the review provides the opportunity to robustly plan for sport and activity in an area important for London's growth and sport. Sport England would be happy to liaise further with any matters highlighted above and input into review and/or revisions to any policies.





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OUR REF: PRN.003

From: [REDACTED]
Sent: 05 December 2018 13:35
To: Planning Policy
Cc: [REDACTED]
Subject: Port of London Authority's response to London Legacy Revised Local Plan - Regulation 19

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category, Reps

Dear Sir/Madam

Thank you for providing the Port of London Authority further opportunity to review the revised Local Plan (Regulation 19).

The Early Engagement Consultation Report, which has been produced alongside the further revisions to the draft Local Plan does not appear to refer to the PLA as having been consulted (Table 4, page 25). However, notwithstanding that, the document does set out and provide responses to individual comments and representations (Appendix 1- Summary and response sheet), which includes those made by the PLA. The PLA is satisfied with the responses given to its original representation. Whilst it is recognised the Local Plan area falls outside of the PLA's jurisdiction, it is important that the Policies plan for the River's future, so that the most can be made of the River's potential for the benefit of all. The PLA encourages the promotion of the river in a comparable way and is satisfied that the draft Policies adequately promote use of the river for trade, travel, leisure and pleasure. The River Lea is accessed via the Thames and the LLDC's draft Policies will assist the PLA in achieving more trade and more jobs, more transport and encourage more people enjoying the Thames, in accordance with the PLA's Thames Vision (<http://www.pla.co.uk/assets/thevisionforthetidalthames.pdf>).

Regards

[REDACTED]

[REDACTED]
Senior Planner
Port of London Authority

London River House, Royal Pier Road
Gravesend, Kent, DA12 2BG

[REDACTED]
WWW.PLA.CO.UK





Find out about the Cleaner Thames campaign:

- Website: www.pla.co.uk/Cleaner-Thames
- Film: <https://youtu.be/9bsLmgzpHQE>
- Twitter: @LondonPortAuth #cleanerthames

A graphic for 'Safety Culture Human Factors' from the Port of London Authority (PLA). It features a stylized head profile in yellow and orange, containing three interlocking gears in purple, red, and green. The words 'SAFETY CULTURE' are written in a red arc at the top, and 'HUMAN FACTORS' is written in a red arc at the bottom. Below the head is a yellow box with 'PLA' in white. To the right, a blue rounded rectangle contains the text: 'Almost half of all incidents on the tidal Thames are caused by Human factors. Maintain a positive Safety Culture by:' followed by a bulleted list: 'Ensuring good communications', 'Following best practice', and 'Not being distracted'. At the bottom, it says 'Find out more at www.pla.co.uk/humanfactors/'.

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website: www.pla.co.uk

Date: 06 December 2018
Our ref: 263763
Your ref: Local Plan - Review



Planning Policy and Decisions Team
London Legacy Development Corporation
Level 10, 1 Stratford Place,
Montfichet Road
London. E20 1EJ

Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

BY EMAIL ONLY

planningpolicy@londonlegacy.co.uk

T 0300 060 3900

Dear Sir or Madam

Revised Local Plan

Thank you for your consultation on the above dated and received 5th November 2018.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England does not consider that this revised local plan poses any likely risk or opportunity in relation to our statutory purpose, and so does not wish to comment on this consultation.

The lack of comment from Natural England should not be interpreted as a statement that there are no impacts on the natural environment. Other bodies and individuals may wish to make comments that might help the Local Planning Authority (LPA) to fully take account of any environmental risks and opportunities relating to this document.

If you disagree with our assessment of this proposal as low risk, or should the proposal be amended in a way which significantly affects its impact on the natural environment, then in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, please consult Natural England again.

For any further consultations on your plan, please contact: consultations@naturalengland.org.uk.

Yours faithfully


Consultations Team

Publication Local Plan Consultation
 Planning Policy & Decisions Team
 London Legacy Development Corporation
 Level 10 1 Stratford Place
 Montfichet Road
 London
 E20 1EJ



Tel: [Redacted]
n.grid@woodplc.com

Sent by email to:
planningpolicy@londonlegacy.co.uk

30 November 2018

Dear Sir / Madam

**London Legacy Development Corporation: Revised Local Plan Publication Draft
 SUBMISSION ON BEHALF OF NATIONAL GRID**

National Grid has appointed Wood to review and respond to development plan consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current consultation on the above document.

About National Grid

National Grid owns and operates the high voltage electricity transmission system in England and Wales and operates the Scottish high voltage transmission system. National Grid also owns and operates the gas transmission system. In the UK, gas leaves the transmission system and enters the distribution networks at high pressure. It is then transported through a number of reducing pressure tiers until it is finally delivered to our customers. National Grid own four of the UK's gas distribution networks and transport gas to 11 million homes, schools and businesses through 81,000 miles of gas pipelines within North West, East of England, West Midlands and North London.

To help ensure the continued safe operation of existing sites and equipment and to facilitate future infrastructure investment, National Grid wishes to be involved in the preparation, alteration and review of plans and strategies which may affect our assets.

Proposed sites crossed or in close proximity to National Grid infrastructure:

Electricity Transmission

Site Ref	Asset Details	Appendix Ref
SA4.1 – Bromley-by-Bow	Underground Cable – 262273 Underground Cable - 262249	ET291
SA3.6 – Rick Roberts Way	Underground Cable – 270656 Underground Cable - 270657	ET291



B.1b5 – Wick Lane and Crown Close, Fish Island	Underground Cable – 265599 Underground Cable - 262270 Underground Cable - 262261 Underground Cable - 264257	ET291
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Please see enclosed plan referenced ET291 at Appendix 1. The proposed site allocations are crossed by a National Grid underground electricity cables.

The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. To comply with statutory safety clearances the live electricity conductors of National Grid’s overhead power lines are designed to be a minimum height above ground. Where changes are proposed to ground levels beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed. National Grid can, on request, provide to developers detailed line profile drawings that detail the height of conductors, above ordnance datum, at a specific site.

Electricity Distribution

UK Power Networks owns and operates the local electricity distribution network within the London Legacy Development Corporation. Contact details can be found at www.energynetworks.org.uk.

National Grid Asset Guidance

National Grid prefers that buildings are not built directly beneath its overhead lines. This is for two reasons, the amenity of potential occupiers of properties in the vicinity of lines and because National Grid needs quick and easy access to carry out maintenance of its equipment to ensure that it can be returned to service and be available as part of the national transmission system. Such access can be difficult to obtain without inconveniencing and disturbing occupiers and residents, particularly where properties are in close proximity to overhead lines.

National Grid seeks to encourage high quality and well-planned development in the vicinity of its high voltage overhead lines. Land beneath and adjacent to the overhead line route should be used to make a positive contribution to the development of the site and can for example be used for nature conservation, open space, landscaping areas or used as a parking court. National Grid, in association with David Lock Associates has produced ‘A Sense of Place’ guidelines, which look at how to create high quality development near overhead lines and offers practical solutions which can assist in avoiding the unnecessary sterilisation of land in the vicinity of high voltage overhead lines.

Potential developers of the sites should be aware that it is National Grid policy to retain our existing overhead lines in-situ. The relocation of existing high voltage overhead lines will only be considered for projects of national importance which has been identified as such by central government.

National Grid requests that any High Pressure Major Accident Hazard Pipelines (MAHP) are taken into account when site options are developed in more detail. These pipelines form an essential part of the national gas transmission system and National Grid’s approach is always to seek to retain our existing transmission pipelines in situ.

National Grid may have a Deed of Easement for each asset which prevents the erection of permanent/ temporary buildings, or structures, changes to existing ground levels, storage of materials etc. Additionally, written permission will be required before any works commence within the National Grid easement strip, and a deed of consent is required for any crossing of the easement. In the first instance please consider checking with the Land

Registry for the development area. If further information is required in relation to an easement please contact Spencer Jefferies, Development Liaison Officer, box.landandacquisitions@nationalgrid.com

If you require any further information in relation to the above, please contact National Grid's Plant Protection team via plantprotection@cadentgas.com

Further Advice

National Grid is happy to provide advice and guidance to the Council concerning our networks. If we can be of any assistance to you in providing informal comments in confidence during your policy development, please do not hesitate to contact us. In addition, the following publications are available from the National Grid website or by contacting us at the address overleaf:

- National Grid's commitments when undertaking works in the UK - our stakeholder, community and amenity policy;
- Specification for Safe Working in the Vicinity of National Grid High Pressure Gas Pipelines and Associated Installations - Requirements for Third Parties; and
- A sense of place - design guidelines for development near high voltage overhead lines
<http://www.nationalgrid.com/uk/Senseofplace/Download/>
- T/SP/SSW22 – Specification for safe working in the vicinity of National Grid high pressure gas pipelines and associated installations – requirements for third parties.
<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=33968>
- IGE/SR/18 – Safe working practices to ensure the integrity of gas pipelines and associated installations.
- HS(G)47 – Avoiding Danger from Underground Services.
- Further information regarding development near overhead lines and substations is available here:
http://www.nationalgrid.com/uk/LandandDevelopment/DDC/devnearohl_final/pdf/brochure.htm
- National Grid has provided information in relation to gas transmission assets via the following internet link:
<http://www2.nationalgrid.com/uk/services/land-and-development/planning-authority/shape-files/>

Appendices - National Grid Assets

Please find attached in:

- Appendix 1 provides maps of the sites referenced above in relation to the affected National Grid Transmission assets outlined above.

Please remember to consult National Grid on any Development Plan Document (DPD) or site-specific proposals that could affect our infrastructure. We would be grateful if you could add our details shown below to your consultation database:

██████████
██████████████████

██████████████████

Wood E&I Solutions UK Ltd
Gables House

██████████
██

██

National Grid House
Warwick Technology Park

Kenilworth Road
Leamington Spa
Warwickshire
CV32 6JX

Gallows Hill
Warwick
CV34 6DA

I hope the above information is useful. If you require any further information, please do not hesitate to contact me.

Yours faithfully

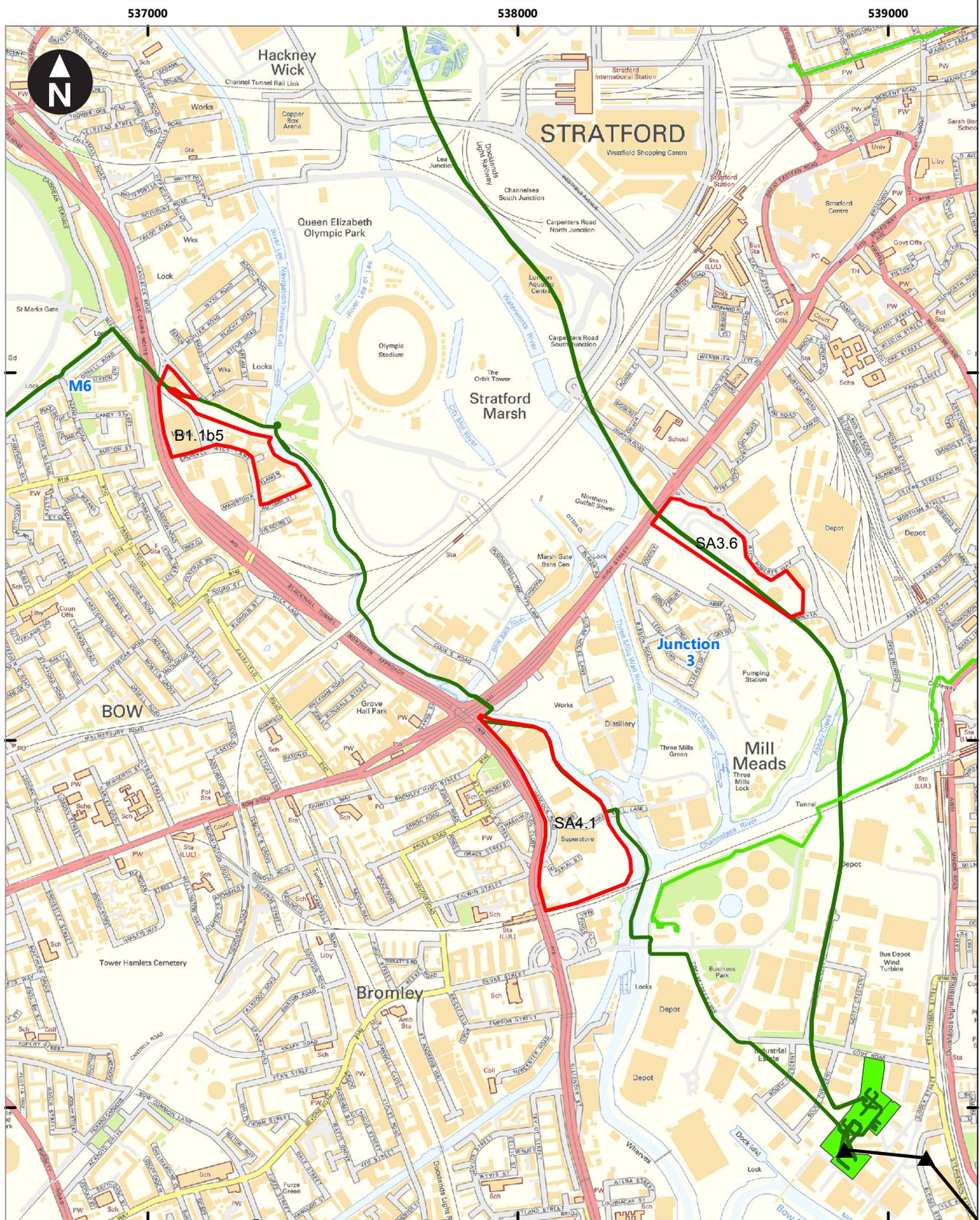
[via email]

[REDACTED]

Consultant Town Planner

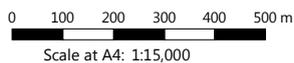
cc. [REDACTED], National Grid

APPENDIX 1: NATIONAL GRID TRANSMISSION ASSETS AFFECTED



Key

- Indicative site boundary
- Tower
- Gas distribution pipeline (intermediate pressure)
- Overhead line
- Underground Cable
- Substation



Development Plan Monitoring

National Grid Reference:
Site ET291
Newham,
London Legacy Development Corporation
Proposed Development Site
Employment

November 2018





Historic England

Our ref: HD/P5001/145

Mr A Hollingsworth
Director of Planning Policy & Decisions
London Legacy Development Corporation
Montfichet Road
London E20 1EJ

By email: planningpolicy@london.legacy.co.uk

7 December 2018

Dear Mr Hollingsworth,

London Legacy Development Corporation Local Plan – Regulation 19 Consultation

Thank you for the opportunity to comment on the above consultation. As the Government's adviser on the historic environment, Historic England is keen to ensure that the protection and enhancement of the historic environment is taken fully into account at all stages and levels of the Local Plan process.

Our approach to reviewing draft local plans is made in the context of the principles relating to the historic environment and local plans within the National Planning Policy Framework (NPPF) and the accompanying Planning Practice Guide (PPG). These include the requirement that local plans contain both strategic policies (para 20) and a positive strategy (para 185) for the conservation and enhancement of the historic environment, and that they are underpinned by relevant and up to date evidence (para 31). Para 28 of the NPPF further indicates that non-strategic policies should also include detailed guidance relating to specific sites, such as design principles and policies to conserve and enhance the historic environment.

We welcome the draft Plan and consider that it offers an excellent platform to achieve a positive strategy for the historic environment through planning. We welcome the identification of the challenges and opportunities relating to the historic environment as a headline objective to the Plan, together with the aim of ensuring growth and development complements and enhances existing local character. We note the evidence base underlying the heritage-related policies and consider these comprehensive and proportionate. We also note and welcome the specific detail relating to the site allocations at Three Mills Island and



Historic England, 4th Floor, Cannon Bridge House, Dowgate Hill, London EC4R 2YA
Telephone 020 7973 3700 Facsimile 020 7973 3001
HistoricEngland.org.uk

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Correspondence or information which you send us may therefore become publicly available.





Historic England

Sugar House Lane. We consider this appropriate in relation to the conservation and enhancement of the listed buildings on these sites as well as the conservation areas.

I trust these comments are helpful. I would be pleased to discuss any of the issues above further.

Finally, it should be noted that this advice is based on the information that has been provided to us and does not affect our obligation to advise on, and potentially object to any specific development proposal which may subsequently arise from these documents, and which may have adverse effects on the environment.

Yours sincerely



 MRTPI
Historic Environment Planning Adviser
E-mail: 



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HistoricEngland.org.uk

Please note that Historic England operates an access to information policy.
Correspondence or information which you send us may therefore become publicly available.



“I am writing to ask that the LLDC include in its policy approach to housing developments in its area of responsibility a commitment to seek a tenure blind allocation of units (sometimes known as ‘pepper-potting’) from prospective developers. Although not required by planning law, there are many - widely evidenced - advantages in this approach in terms of creating genuinely mixed and plural communities. It is important to emphasise this objective of social integration was part of the Olympic bid and lay behind the establishment of the LLDC itself. I believe this should therefore be adopted as one of the principles of the Local Plan to guide future development applications.

It is often argued by developers that there are financial and administrative advantages in separating private and publicly supported housing and that it is not therefore feasible to achieve tenure blind development. This is anyway a dubious argument unsupported by clear evidence, other than an expressed preference by some registered providers on management grounds. The fact that there have been large-scale tenure-blind developments in the LLDC area led by developers themselves (notably at Chobham Farm) shows that so-called ‘pepper-potting’ is perfectly feasible on commercial and administrative grounds. Any marginal financial gains that might be demonstrated would anyway be far out-weighed by the benefits of reducing the social division and discrimination that often accompanies the segregated development of public and private housing.”

Best wishes

Nick

Nick Sharman
Councillor, Hackney Wick Ward
London Borough of Hackney
[REDACTED]

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London Legacy Development Corporation, Level 10, 1 Stratford Place, Montfichet Road, London, E20 1EJ.

www.queenelizabetholympicpark.co.uk

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Nick Sharman
Councillor, Hackney Wick Ward
London Borough of Hackney



MB/17-00954

13 December 2018

London Legacy Development Corporation
Publication Local Plan Consultation
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LONDON
BIRMINGHAM
BRISTOL
EDINBURGH
HUNTINGDON
MANCHESTER

Submission by Email: planningpolicy@londonlegacy.co.uk

Re: The Consultation on the Local Plan Review (November – December 2018) - Representations on behalf of LaSalle Investment Management

We act on behalf of LaSalle Investment Management ('LaSalle') and have been instructed to submit representations on the Revised Local Plan Review in respect of Old Ford Trading Estate and Maverton Road Trading Estate.

Background

LaSalle asset manages Old Ford Trading Estate and Maverton Road Trading Estate (**Site Plan – Appendix 1**), Fish Island in Bow, on behalf of their landowners. The area in which these trading estates are located is a longstanding established industrial area, although residential developments or conversions have been delivered adjacent to the trading estates in recent years. The current Old Ford Trading Estate and Maverton Road Trading Estate were constructed on the previous industrial sites in the early 1980s. Most recently, in October 2017, planning permission was granted for flexible use of Old Ford Trading Estate within Classes B1c, B2 and B8. Similarly, Unit 2 Maverton Road Trading Estate was granted planning permission for flexible use within Classes B1c, B2, B8 and tool hire use in July 2018, with Units 1 and 3/4 currently occupied by Class B8 operators.

As outlined within our previous representations submitted to the Scope of the Local Plan Review (**Appendix 2**), our client's objective is to maintain a high level of occupancy in the short to medium term and preserve the long term commercial viability of the sites they manage. It is therefore a priority to maintain the industrial function of the premises and ensure that these trading estates can continue to meet the operational requirements of a board range of industrial, storage and distribution occupiers and will not be compromised or curtailed by the introduction of residential and other uses in the vicinity.

The sites are located within the Fish Island South Employment Cluster (B.1a2) which is a Strategic Industrial Location (SIL). They are not within an Allocated Site but are in proximity to the Bow Goods Yard (Allocated Site SA4.5) which allows for the potential of residential use following on from the intensification of industrial freight use. Our comments on the Draft Local Plan are made in the context of this background.

Our client supports the strategic policy aspiration to protect and support intensification of B2 and B8 uses. However, we object to the draft policy wording as it is not considered effective or sufficiently flexible to respond to the transformation of the area from industrial to a mix of industrial/residential, which safeguards or encourages intensification of uses within the SIL.

In respect of the release of land on allocated sites for non-SIL uses, whilst we recognise the intention of policy towards the co-location of uses and the benefits of intensification in appropriate locations (our emphasis) to support the delivery of residential use and social infrastructure, we still object to the wording of policy as it needs to be further strengthened to ensure the ongoing viability of retained SIL uses.

Policy B.1 - Location and maintenance of employment uses

In principle, our client recognises and supports the strategic objective to intensify SIL for industrial uses to help support and increase job creation in line with the London Plan (Policy 2.17) and the Emerging London Plan Policy E5.

Policy B.1 seeks to safeguard land within SILs for the balance of B Use Classes, but Table 3 restricts the type of uses within Fish Island South Cluster SIL to B2 and B8 use classes of industrial, warehousing, transport and waste management and distribution. In the area where residential use has been introduced, we consider that restricting the Cluster to B2 and B8 market is unjustified, as it precludes alternative industrial uses within Class B1c or sui generis uses such as car hire and tool hire which typically seek industrial locations. We consider that the policy should widen the range of industrial uses acceptable in this Cluster in order to ensure that the strategic objective for SILs. We therefore object to B.1a2 and request that Class B1c and industrial related sui generis uses such as car hire and tool hire are included in the uses supported in the Cluster.

Turning to the policy objective to facilitate intensification of industrial locations to allow for non-SIL uses, this needs to be managed appropriately and effectively by planning policy. The concern is that the co-location of uses may lead to units becoming commercially and operationally unviable for certain B use classes. The recent planning permissions for Old Ford Trading Estate and Maverton Road Trading Estate imposed additional operational restrictions (delivery hours and noise levels) and is a direct example of how the proximity to a residential land use has put a constraint on the industrial premises and potential financial burden on the landowner/prospective occupiers of the existing and longstanding SIL land. The priority for the SIL land is to ensure the existing units remain commercially viable for the widest range of industrial uses with the ability to intensify as the strategic policy aspires to deliver. Thus, it is imperative that any future non-SIL uses including those on Allocated Site SA 4.5 do not impact on the operational capability of the premises of SILs any greater than they have already done.

Emerging London Plan Policy E5 (*Strategic Industrial Locations*) states that “*development proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial-type activity and their ability to operate on a 24-hour basis*”.

Emerging Policy E7 (*Intensification, co-location and substitution of Land for industry, logistics and services to support London’s economic function*) supports intensification in selected parts of the SIL and consolidation to support the delivery of residential and other uses (Criterion B). However, it is further recognised that the process must ensure that “*the industrial activities on site and the surrounding parts of the SIL are not compromised in terms of their continued efficient function, access, service arrangements and days/ hours of operation noting that many businesses have 7day /24-hour access*”(Criterion E2). “7 day/24 hour access” is a key requirement in the prevailing trend and demand for industrial land, generated by online retail market, which requires same/next day delivery services, resulting in associated vehicle movements and distribution requirements. It is therefore imperative that non-SIL uses are demonstrated to ensure that they do not comprise the 7day/24hour distribution requirement.

A further consideration is the ‘Agent of Change’ principle, set out in the National Planning Policy Framework (2018) (NPPF) paragraph 182 and Policy D12 of the emerging London Plan which places the responsibility for

mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development (Criterion A). Under Criterion D, it requires that “*development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them*”. Policy is clear that the responsibility for mitigating the impact of noise and other nuisances is firmly placed on the new development. This means that where new developments are proposed close to existing noise-generating uses, for example, applicants are required to design them in a more sensitive way to protect the new occupiers, such as new residents, businesses, schools and religious institutions, from noise and other impacts.

Policy B1 is not consistent with the NPPF paragraph 182 and Emerging London Plan Policies E5 and E7. To ensure consistency and soundness of the Local Plan, Policy B.1 needs to give greater weight to ensuring that existing employment uses are not compromised. Additionally Policy B.1 should recognise the principles of ‘Agents of Change’ in the NPPF and draft London Plan and take account of existing noise-generating uses in a sensitive manner when new development, particularly residential, is proposed nearby. Accordingly, we object to Policy B.1 and request that the following amendments are made:

Policy B.1 Criterion 3 “*The industrial floorspace capacity and job densities of the SIL will be protected and intensified, where appropriate. The intensification and consolidation of SIL for other uses will only be acceptable where identified within Table 3 and the relevant site allocations. Notwithstanding the allocation, proposals that compromise the function, access and overall operation of existing SIL uses and land will be refused*”.

“Proposals should demonstrate an acceptable relationship with the existing SIL uses and ensure that established noise-generating industrial uses remain viable and can continue or grow without unreasonable restrictions being placed on them.”

Site Allocation SA4.5 Bows Goods Yard

We support the reference in Site Allocation 4.5 to the need to demonstrate an acceptable relationship between uses and the need to apply the ‘Agent of Change’ principle. However, for the effectiveness of the policy, we object to the proposed wording of the policy and suggest the following amendment:

“Demonstrates an acceptable relationship between the rail and other SIL uses both within the site and the wider Fish Island South Employment Cluster SIL and any non-SIL uses proposed, including noise, air quality and visual impact, applying the ‘Agent of Change’ principle”.

Supporting development principles – *“Ensure that any non SIL use does not compromise the function, access and overall operation of ongoing industrial uses in the vicinity.”*

Future of Old Ford Trading Estate and Maverton Road Trading Estate

As we stated at the outset of this submission and previous submission, the character and nature of the Fish Island South SIL Cluster is changing to the extent that there are already restrictions being placed on SIL uses from our client’s sites. This demonstrates that while our client seeks to ensure that its sites remain lettable and commercially viable, it is becoming increasingly challenging, particularly the potential for future intensification.

The draft New London Plan introduces a new and creative approach to the intensification and co-location of industrial uses and substitution of industrial land, this principle has yet to be tested in the market to confirm that this approach meets the industrial market’s requirement (i.e. we are not aware of any successful letting of multi-storey industrial premises with residential uses, excluding student accommodation). Policy B1 Table

3 B.1a2 allows non-SIL uses to be introduced within the Fish Island South SIL Cluster only where new consolidated and intensive, high quality and sustainable industrial uses are provided, through the development of multi-storey schemes and more efficient use of plot ratios.

We object to the current approach to transforming the Fish Island South SIL Cluster. This is because limited consideration appears to have been given to the function of the SIL in this area (i.e. to safeguard and intensify B1c, B2 and B8 uses) and how the changes and the proposed new allocation will impact on the remaining SIL sites and their future redevelopment (or modernisation and upgrade of existing premises). The fundamental principle of plan-making in the NPPF is to ensure that plans are positively seeking opportunities to meet the development needs of the area and be sufficiently flexible to adapt to rapid change. As it stands, the policy framework for the future of Old Ford Trading Estate and Maverton Road Trading Estate does not take account of the changes which have already taken place and those proposed in the Plan, which could potentially make the future development/intensification of B1c/B2/B8 uses unviable or practically undeliverable. Therefore, the Local Plan should introduce a mechanism in Policy B1, specifically in relation to B.1a2, to review the function of the SIL and deliverability of B1c/B2/B8 uses in the future to facilitate a deliverable scheme coming forward. The current blanket approach to safeguarding and intensification of B2/B8 uses of our client's sites is not justified and has the potential to stifle potential redevelopment in the future, taking into account the changes which have already taken place in the area.

Conclusion

As demonstrated above, while we are supportive of the strategic approach to protect and support the existing industrial uses of Old Ford Trading Estate and Maverton Road Trading Estate, we object to Policy B1 and associated allocation, as it is not considered justified, effective or consistent with national policy. As currently drafted, the proposed allocation SA4.5 and Policy B1 have the potential to further compromise the function and operation of our client's sites in SIL from further residential development in the area unless a robust policy requirement to protect the existing uses is incorporated. Furthermore, the blanket approach to safeguard our client sites for B2/B8 by virtue of the SIL designation is not justified or demonstrated to be deliverable bearing in mind the changes in the area which have already taken place and are envisaged in the future. We therefore consider that the draft Local Plan is unsound.

We request that the contents of these representations are fully taken into account as part of our current consultation.

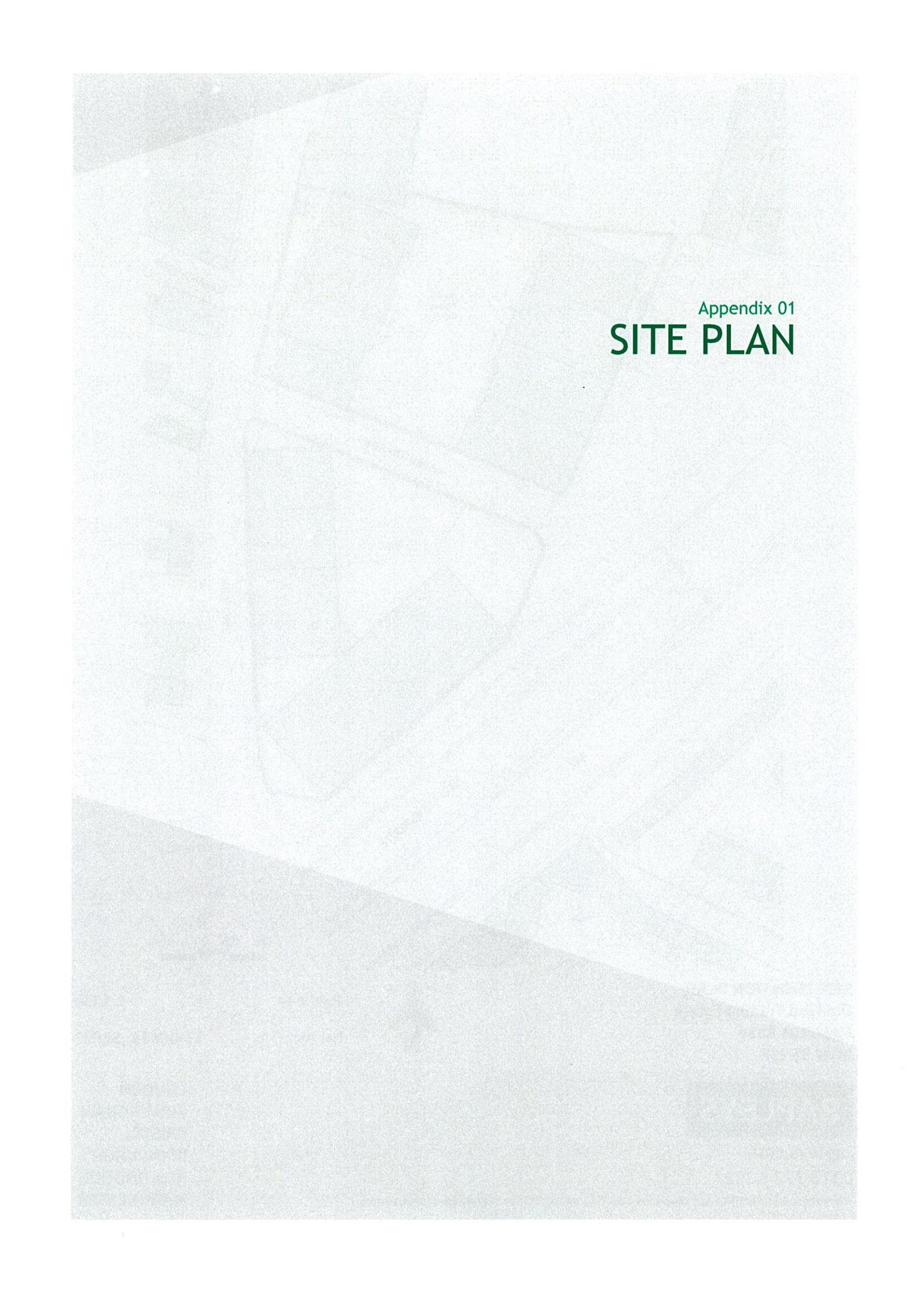
Please send all correspondences and notification of future consultations to my details below.

Yours faithfully,

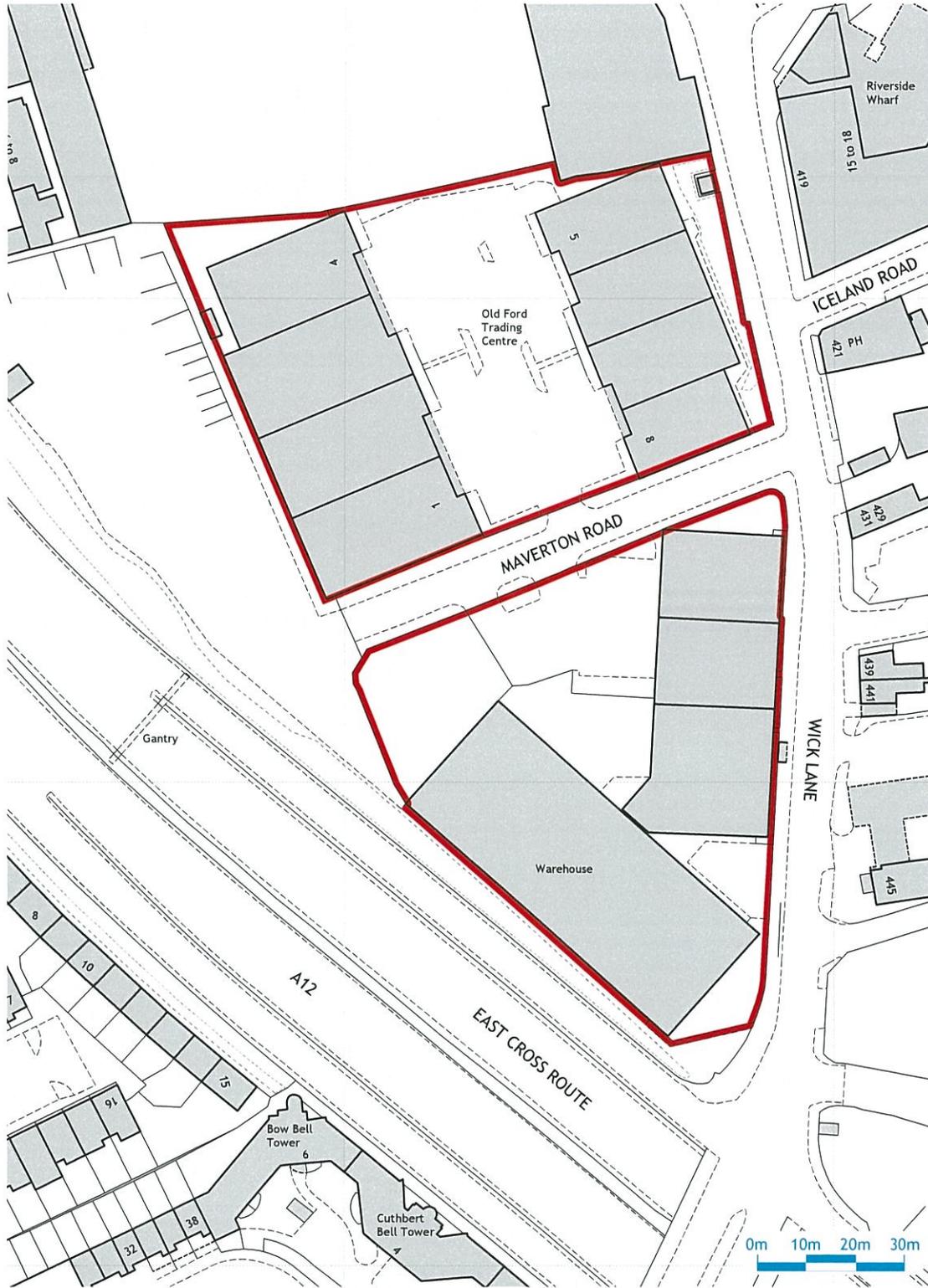



BSc (Hons) MSc
Planner



The background of the page features a faint, light-colored architectural site plan. It shows a grid of streets and several large, irregularly shaped plots of land, likely representing a development site. The lines are thin and light, creating a subtle watermark effect.

Appendix 01
SITE PLAN



SITE LOCATION PLAN
 Old Ford Trading Estate
 Maverton Road
 BOW E3 2JE



Scale @ A4 : 1:1250

Plan No. : 17-00954_SLP03



rapleys.com
 0370 777 6292

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Appendix 02

LOCAL PLAN REVIEW REPS



WH/17-00954

6 February 2018

London Legacy Development Corporation
Planning Policy

Submission by Email: planningpolicy@londonlegacy.co.uk

51 Great Marlborough Street,
London W1F 7JT

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LONDON
BIRMINGHAM
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MANCHESTER

Dear Sir/Madam

Re: The Consultation on the Scope of the Local Plan Review – Representations on behalf of LaSalle Investment Management

We act on behalf of LaSalle Investment Management ('LaSalle') and have been instructed to submit their comments on the Scope of the Local Plan Review.

Background

LaSalle asset manages Old Ford Trading Estate and Maverton Road Trading Estate, Fish Island in Bow, on behalf of their landowners. The area in which these trading estates are located is a longstanding established industrial area. The current Old Ford Trading Estate and Maverton Road Trading Estate were constructed on the previous industrial sites in the early 1980s. Most recently, in October 2017, planning permission was granted for flexible use of Old Ford Trading Estate within Classes B1c, B2 and B8. Maverton Road Trading Estate is currently occupied by Class B8 operators. Our client's objective is to maintain the high level of occupancy in the short to mid term and to ensure long term commercial viability of these two sites.

Our comments on the Scope of the Local Plan Review are made in the context of this background.

Developing Business Growth

It is understood that the policies within this section will take a lead from the emerging New London Plan. The draft New London Plan (December 2017) continues to designate Fish Island as the Strategic Industrial Location ('SIL') and the SIL designation includes our client's sites based on the adopted Proposals Map.

Policy E4 of the draft New London Plan advises that the retention and provision of industrial capacity should be planned, monitored and managed in order to ensure that there is *no net loss* of industrial floorspace (and operational yard space) capacity within the designated SIL and Locally Significant Industrial Sites (LSIS). Any release of industrial land should be to manage issues of long-term vacancy to achieve wider planning objectives and this should be facilitated through the process of *"industrial intensification, co-location and substitution of land."* The London Plan takes this approach, as their research suggests that there will be positive net demand for industrial land in London over the period 2016 to 2041, mostly driven by strong demand for logistics to service growth in London's economy and population (taking into account the amount of industrial land already being transferred, including commitments, to other uses).

The draft New London Plan identifies LLDC in the “Retain” Category, where it should look to intensify industrial floorspace capacity following no net loss across designated SIL and LSIS. Policy E5 requires Local plans to define detailed boundaries of SILs having regard to the scope for intensification, co-location and substitution.

Our client recognises the importance of the New London Plan’s “no let loss strategy” in terms of industrial floorspace, based on their experience of the industrial and warehousing/logistics industry in London. We are therefore broadly supportive of the London Plan’s approach to intensification and potential co-location strategy being considered at the strategic level, which will be reflected in LLDC’s emerging Local Plan. However, for the new approach to be successful in retaining the amount of the existing industrial floorspace, it is vital that the industry’s operational requirements are fully researched and reflected in order to ensure that the industrial floorspace (whether existing or new) is lettable, and therefore remains viable.

The wider area is identified as Olympic Legacy Opportunity Area/Strategic Area for Regeneration where a significant increase in the provision of new homes and jobs is envisaged. Whilst our clients’ sites are established industrial and trading estates with limited vacancy, there may be scope for growth and redevelopment in the long term. In the context of the New London Plan’s approach in relation to the designation of SILs and LSISs and the spatial designation of the wider area as the Opportunity Area and Regeneration Area, it is important that the designation of the detailed SIL boundary and other development designations are carefully considered potentially through a masterplan-approach, while allowing individual sites to come forward for regeneration without undermining the strategic objectives.

Furthermore, the draft New London Plan expressly states that only Classes B1c, B2, B8, other industrial type functions and small-scale walk to services for industrial occupiers are permissible in SILs, except in areas released through a strategically coordinated process of SIL consolidation. Our client’s sites adjoin residential developments which were granted permission in recent years and a designation (“Other Industrial Land”) which permits mixed use development potentially including residential and live-work units. As such, the scope of intensification and growth is increasingly becoming constrained. Indeed, recent planning permission granted for Old Ford Trading Estate, which has widened the existing planning permission to allow for flexible operations within Classes B1c, B2 and B8, has operational restrictions (delivery hours and noise restrictions) being imposed notwithstanding its longstanding and established industrial operations, as a direct result of new residential units located adjacent to it. Policy E5 of the draft New London Plan requires that development proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial-type activities and their ability to operate on a 24-hour basis. Notwithstanding this, restrictions on delivery hours and noise emissions are already imposed on the existing operations in order to protect the amenity of residential units which have been permitted and built adjacent to the SIL land.

We emphasise that any operational restrictions being imposed on industrial sites have the potential to make the premises unlettable, particularly if the restrictions are overly restrictive. The example of the recent application for Old Ford Trading Estate indicates that there needs to be a realistic and effective way for the Local Plan to manage the strategic objectives to ensure “no-net loss” of existing industrial floorspace and to meet housing requirements and deliver successful regeneration. As the New London Plan takes a robust approach to protecting industrial land/SIL designation, it is important that LLDC’s review of the Local Plan takes account of the constraints which have been placed on the longstanding industrial sites, and seek to address them so that they remain attractive and meet operational requirements of B Class operators. This is fundamental to ensure that industrial land is commercially lettable, and thereby viable. No redevelopment will come forward unless it is deliverable and viable, and the review of the Local Plan would need to provide an appropriate policy framework to facilitate this. It should be acknowledged that without a robust approach to protecting the needs of industrial sites and supporting their growth, there will be a financial burden and/or

operational restrictions which would threaten the existing businesses' continued occupation and the future lettable and viability of the industrial sites. This would have a significant implication on the New London Plan's strategic objective to ensure no net loss of industrial floorspace in London.

It is therefore requested that our client is fully engaged in the review of the SIL boundary, wider strategy for the area, and detailed policies. The draft New London Plan introduces a new and creative approach to the intensification and co-location of industrial uses and substitution of industrial land. Our client wishes to ensure that their view and input from commercial and operational perspectives are properly reflected in the process, as the industrial sites must be lettable and commercially viable, if they were to achieve the London Plan's strategic objective.

Conclusion

We would be grateful for your acknowledgment of receipt and request that the contents of these representations are taken into account in the review of the Local Plan.

Please send all correspondences and notification of future consultations to Wakako Hirose at our London Office.

Yours sincerely,

~~Wakako Hirose~~
BA (Hons) DipTP MRTPI
Senior Associate - Town Planning

~~wakako.hirose@rapleys.com~~
~~020 7111 0000~~

From: [REDACTED]
Sent: 14 December 2018 16:22
To: Planning Policy
Subject: FW: 6168 London Legacy Revised Local Plan - Regulation 19

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category, Reps

Apologies in paragraph 3 it should read “between the A1089 and the M25 junction 30” and not between the “A1306 and the M25 junction 20”.

[REDACTED]

From: [REDACTED]
Sent: 14 December 2018 10:33
To: 'planningpolicy@londonlegacy.co.uk' <planningpolicy@londonlegacy.co.uk>
Cc: [REDACTED]
Subject: 6168 London Legacy Revised Local Plan - Regulation 19

For the Attention of: Planning Policy and Decisions Team

Consultation: Revised Local Plan and the Community Infrastructure Levy- Preliminary Draft Charging Schedule.

Dear Sir/Madam,

Thank you for your email dated 5th November 2018, advising Highways England of the above consultation.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN.

In the case of the area covered by the London Legacy Development Corporation, although there is no SRN in the area, it should be noted that the M11, the A13 section between the A1306 and the M25 junction 20, and the M25 junctions 29 to 30 are located to the north and east of the area respectively. The M25 Junction 30 and the M11 Junction 4 are heavily congested throughout the peak hour periods and any material increase in traffic on these sections of the SRN would be a concern to the Highways England.

In our Regulation 18 response to yourselves, we stated the following:

‘In spatial planning and development control terms, we have a duty to safeguard the operation of the SRN as set out in the DfT Circular 02/2013 (The Strategic Road Network and the Delivery of Sustainable Development). The circular encourages Highways England to work co-operatively

with Local Planning Authorities within the framework of the Government's policies for planning, growth areas, regeneration, integrated transport and sustainability.

While we have no specific comments to make on the Local Plan at this current time, it should be ensured that the Local Plan following this review, provides indication as to what the residual impacts of the development might be on the SRN. We would anticipate that this is clarified prior to submission of the updated plan for examination, to enable us to make an informed decision as to the soundness of the plan at the appropriate time.'

Following this Reg 18 consultation, indication has not been provided as to what exactly the residual impacts of the development may be on the SRN. This should be clarified to us as soon as possible, to enable us to make an informed decision as to the soundness of the plan as stated in our Reg 18 response. We are aware that a Transport Study has been undertaken. However, it is not very clear what the impact on the SRN may be. Has any traffic modelling been undertaken to support this study?

In terms of the Draft Charging Schedule, it should be noted that, in accordance with DCLG guidance, any development contributions towards SRN improvements would be secured via S278 agreements, and not via a CIL Reg123 List or S106. The use of S278s will enable multiple sites to contribute if appropriate, and also secures the Secretary of State's position by ensuring that 100% of contributions go towards the SRN improvement. However, in some cases it could be more expedient for Highways England to be party to the S106 and secure mitigation through obligations.

I trust that the above comments are of assistance to you and look forward to your response concerning the impact of the Local Plan on the SRN.

Heather

Assistant Spatial Planning Manager

Highways England | 1st Floor, Bridge House | Walnut Tree Close | Guildford | GU1 4LZ

Web: <http://www.highwaysengland.co.uk>



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LLDC Ref: **PRN.010**

Via Email: planningpolicy@londonlegacy.co.uk

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Executive Mayor's Office

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Contact: ██████████

Tel: ██████████

Fax ██████████

mayor@towerhamlets.gov.uk

www.towerhamlets.gov.uk

Dear ██████████

Thank you for providing us with the opportunity to comment on the London Legacy Development Corporation (LLDC) Local Plan review (regulation 19). This letter outlines our key concerns in relation to the Plan, but is accompanied by a full response, including references to specific proposed changes.

We recognise that a number of the concerns we raised in our previous letter have been addressed including on waste consolidation systems, requirements for innovative housing products to deliver affordable housing and support for a modal shift in transport. However a number of concerns regarding the consultation remain.

As outlined in our previous letter, we would again like to reiterate our concerns about the decision to refresh the LLDC Local Plan. We consider that it would be more appropriate for the LLDC to be de-designated and for the local planning authority role to return to the respective boroughs. We also suggested that should a review continue it should seek to move towards the approaches adopted in the 4 boroughs' Local Plans. This is only strengthened by the duty to co-operate statement which indicates that this refresh is proposed to be the last LLDC Plan but that boroughs will be expected to use these policies to determine applications following de-designation until their Local Plans have been refreshed to incorporate the LLDC area. It is noted that instead of taking this approach the new Plan seeks to adopt the approach of the emerging London Plan. While we are supportive of most of the policy approaches taken by the new London Plan, there are a number of areas where we consider a more local approach would be appropriate.

The first of these is in relation to housing mix and affordable housing requirements. It is the Council's view that greater weight should have been placed on the 4 borough's needs, in particular for affordable housing (as they are the nominating boroughs) than the GLA's assessment of London-wide need. We therefore consider that the housing policies should require greater delivery of family and affordable rented homes relative to intermediate homes. This would also help rectify the historic under delivery of these tenures within the LLDC area.

We also retain our concern regarding waste, in particular regarding how the LLDC is proposing to engage with us to help resolve the capacity issues which have arisen as a result of the McGrath site decision, and we consider that a number of proposed deletions to wording worsen, rather than alleviate, these concerns.

Finally, we are deeply concerned that despite highlighting the need for our planning for social infrastructure to be co-ordinated, the plan fails to demonstrate sufficient capacity within the LLDC area to meet school places over the plan period. To ensure sustainable growth and prevent knock on effects on the surrounding boroughs, the LLDC should use this Plan to identify sites or mechanisms to safeguard school places for the entire plan period.

I would welcome the opportunity to discuss any issues raised in this letter. We hope these comments can inform the examination of the Plan and we anticipate that the Council may want to participate at the examination.

Yours sincerely,


Mayor of Tower Hamlets

CC'd: 

Change Reference Number	Comment
1. Schedule of Changes - Section 1 - Introduction	
N/A	
2. Schedule of Changes -Section 2 - Our Area	
C2/C3/ C4	The significant change in the nature of the population and economy in the LLDC area, in the short time since the last Local Plan was adopted is noted. It would be beneficial for this introductory section to provide more of an analysis of why this change has occurred (for example due to the nature of the new housing stock) and a reflection on how the new Plan addresses these changes. This would help demonstrate the justification for the Plan.
C4	The inclusion of the word tenure within challenges is supported, but we consider this should more explicitly reference affordable housing. In addition, in light of the rapidly changing population – maintaining a mixed and balanced community should also be added to challenges. In light of LBTH’s housing need, this would ensure the Plan is positively prepared to meet our objectively assessed need.
3. Schedule of Changes -Section 3 - Vision and Objectives	
C14	It would be useful to understand what analysis was undertaken to determine which policies are strategic and which not.
4. Schedule of Changes -Section 4 - Developing Business Growth, Jobs, Higher Education and Training	
C22 / C28 / C23	The Council welcomes the inclusion of the potential Creative Enterprise Zone at Hackney Wick and Fish Island into the local plan review.
C26	The Council supports the application of the sequential test for major office development outside of Stratford. However, we still question the ambition for Stratford to be developed as a potential ‘CAZ reserve’ and would like to understand to what extent this envisages a greater quantum of employment provision than currently permitted. There are significant concerns this would undermine the Canary Wharf as a CAZ satellite as well as the supply of land for housing given the employment protections that this would inevitably entail. The draft new London Plan is clear that Stratford will only be considered as a CAZ satellite area ‘in the event

	<p>that future demand for office space exceeds development capacity in the CAZ' and the 'CAZ reserve status' is not given any policy weight. Currently we consider that there is no evidence to suggest a need for a reserve over the plan period given the level of planned and future commercial floorspace envisaged in the Northern Isle of Dogs and City Fringe. Therefore we do not consider the reference to the 'potential CAZ reserve' within the policy wording is justified and suggest that perhaps a supporting text reference is sufficient.</p> <p>In keeping with the emerging London Plan, we understand that the LLDC is proposing intensifying industrial land within its boundary. The protection and intensification of industrial land is strongly supported by LBTH, particularly in the SIL, given the significant industrial under-supply identified in the Tower Hamlets Employment Land Review.</p> <p>There is also greater emphasis on the 'intensification, consolidation or co-location' of other uses in other employment areas which is a concept we support subject to strict criteria to protect the industrial function of such areas. In particular, we support the consideration residential amenity and mitigation with any co-location proposals (policy B1, part 6). Please note that within the emerging Tower Hamlets local plan we also require that separate access and servicing is provided for commercial and residential uses. This additional criterion could be considered as part of part 6, perhaps through a management plan to outline how industrial uses and residential uses will be managed to reduce conflict.</p>
C38	<p>This modification states that 'when designing flexible space within mixed use schemes consideration of the relationship between home-based work and dedicated workspace or potential for integrated employment and leisure offers may also be a factor <i>[footnote to Work Live Study 2014 and CCOA,2018]</i>.</p> <p>The Council considers that the inclusion of this supporting text should be reviewed. Live-work is not a product supported in Tower Hamlets given the number of applications to convert live-work units into purely residential units. It is also very difficult to implement and enforce which has put pressure on our employment floorspace supply in the past. Instead, we welcome proposals that offer a range of uses (including employment and housing) as separate units within the same site. We would welcome clarity that the reference is to deliver two uses in one building, rather than live-work units.</p>
C47	The Council supports of the consideration of A5 uses and proximity to schools, and in principle, the 400

	metre school buffer accordance with the emerging London Plan. Note that the 400 metre buffer was not applicable in the Tower Hamlets context given the density of the borough (i.e. 400m school buffers cover the majority of the borough). Therefore, the emerging Tower Hamlets Local Plan proposes a 200 metre buffer.
C56	The Council support for modifications to Policy B4 such as the terminology update and the clarity on 're-provision' of workspace. However, we still question how this policy will be "effective" in terms of soundness and implementation to provide <u>new</u> affordable workspace without the inclusion of triggers and/or thresholds. Further information on this how the LLDC intend to effectively implement this policy to achieve new affordable workspace would be appreciated.
C61	The Council welcomes the change which acknowledges the need for partnership working amongst the four boroughs and others to facilitate apprenticeships and training.
5. Schedule of Changes -Section 5 - Providing Housing and Neighbourhoods	
C64	The Council welcomes the inclusion of the 35%/50% target. However this could perhaps be more clearly phrased to explain when the 35% and 50% applies (as per C68). We do not support the reduced emphasis on the provision of family housing. The LBTH 2017 Strategic Housing Market Assessment indicated a need of over 30% family housing across all tenures.
C68	The requirement for Build to Rent tenures to meet the affordable housing requirements is welcomed and considered necessary to meet need.
C71	The Council is unclear what 'identify[ing] potential locations for yielding additional housing capacity' would entail and how any such capacity would be planned for in terms of supporting social and transport infrastructure. We note that small sites are not considered to be a significant contributor to housing delivery in the LLDC area. We also note the new policy requirements for small sites, however we consider that the policy should be strengthened through reference to the specific design policies in the rest of the plan.
C74	The Council welcomes the consideration given to the 4 boroughs SHMAs within the Housing Requirements Study (2018). However the choice of the population survey approach (model 4) as the chosen basis for household projections raises concerns, as consider it seeks to replicate a sub-optimal housing mix and not respond to need in the wider local area. As noted in relation to comment C2/C3/C4 the population of the LLDC has changed rapidly, reflecting the nature of the new housing delivered in the area. Recent housing delivery has only achieved 22% affordable and lower than policy compliant

	<p>levels of family housing. The housing requirements study then seeks to project forward this same household composition as the basis for housing need. It is not considered that this is a sound basis for considering need. Greater weight should be given to the affordable housing need identified in each of the 4 boroughs' SHMAs and therefore seek a greater delivery of affordable family homes.</p>
C84/C85	<p>As per the comment above (C74) it is not considered that a policy mix of 60% social rented to 40% intermediate is positively prepared in meeting local need, given local affordable housing need. The LBTH SHMA 2017 indicates that there is only a 17.5% need for intermediate housing (even at the cheaper London Living Rent tenure). C85 also confirms that LLDC evidence suggests a greater need for low cost rented accommodation.</p>
C87	<p>The Council assumes that by 'In relation to affordable housing allocations the Legacy Corporation will follow the approaches of the four Boroughs', the policy means that the product mix within the affordable requirement will use each of the borough's preferred product mixes. If so, this is supported and considered positively prepared but could be more clearly set out.</p>
C88	<p>The Council is supportive of built to rent schemes delivering the same affordable housing mix as built to sell units, although we consider this should be 70:30, not 60:40. We also presume that any units delivered at London Affordable Rent would be allocated through the boroughs' allocation process.</p>
C90/C95	<p>The Council strongly supports requirements for older people's accommodation to provide affordable housing and considers this a justified approach to meet need.</p>
C97	<p>The Council strongly supports the requirement for the provision of affordable student housing and considers this a justified approach to meet need.</p>
C117	<p>The policy appears to use the GLA's 50 bedspaces threshold but also introduces a 30 bed space policy. It would be useful to clarify at what scale a scheme will no longer be assessed under the HMO policy and instead under the Shared Living Accommodation policy.</p> <p>We note and support the affordable housing requirement, but do not consider that the policy should assume this would be a financial contribution. The scale of developments coming forward may mean that different tenures can be delivered on the same site. For mixed and inclusive communities – this would be preferable. The Council's emerging Local Plan policy D.H7 (as amended) outlines this approach.</p>
C123	<p>As per the comment above, we do not consider that the policy should direct off site affordable housing</p>

	delivery in all cases even in the case of sui generis accommodation.
C125	The inclusion of size in the list of innovations is not supported and appears inconsistent with the policy requirement in H8 (part 7) and C130. The council does not consider that undersized units can suitably meet need or deliver a high quality standard of accommodation.
C132	The Council welcomes the wider definition of community facilities to include D2 which aligns with the new Local Plan community facilities policy.
C134	<p>The Council welcomes further assessment undertaken to assess schools and the additional detail in the plan on school place need. However, the plan fails to demonstrate sufficient capacity within the LLDC area to meet school places over the plan period. To meet the test of soundness, the LLDC should identify sites or mechanisms to safeguard school places for the entire plan period. Relying on monitoring and successor organisations is not a sound approach.</p> <p>We are aware of the challenges associated with planning for school places and the inevitable disconnect between site allocation and delivery as well as anticipated and actual need, however this approach risks failing to safeguard sufficient sites at the point at which they are available, causing future capacity problems. The emerging Tower Hamlets Local Plan has taken a different approach which retains flexibility in the delivery of further school places.</p>
C138	See comments as per reference C134
6. Schedule of Changes -Section 6 - Creating a High Quality Built and Natural Environment	
C155	We presume we have missed this but which policy is now implementing the optional wheelchair standards? We consider this to be important to meet identified needs for wheelchair housing, in particular for affordable housing.
C159/C160	We support the additional consideration of facilities for older children / young people.
C169	The Council considers that given the level of poor air quality in the LLDC area, this policy should be further strengthened and incorporate the new air quality positive threshold in the emerging London Plan.
7. Schedule of Changes -Section 7 - Securing Infrastructure to Support Growth	
C109	Additional focus on car-free development is positive. (SH)
8. Schedule of Changes -Section 8 - Creating a Sustainable Place to Live and Work	
C220	More emphasis should be placed on locating the site within the host borough in the first instance and failing that within London. This is to help ensure that the borough does not lose land that contributes to

	its apportionment target.
C2211	<p>Reference to waste policies in the Tower Hamlets Local Plan should be retained in paragraph 7.8 as reference has been made to the other host boroughs waste plans. It is not clear why reference to Tower hamlets has been removed particularly given the partnership and Duty-to-Cooperate between the two authorities.</p> <p>Notwithstanding this, the council's largest waste site (McGrath's) is potentially being lost to non-waste uses and we currently have a high waste apportionment target, whereby we are dependent on various sites within the LLDC to meet the target, it is important that Tower Hamlets is specifically referred to in the same manner the other host boroughs are.</p> <p>The Council welcomes the additional sentence at the end of the paragraph that encourages innovative solutions such as vacuum systems and compactors to be considered – Underground Refuse Systems should also be mentioned. However the policy should be further strengthened by requiring developers to incorporate such systems where viable and appropriate. Some additional wording should also be included to ensure that the proposed innovative systems are compatible with the Council's waste collection methods.</p>
<u>9. Schedule of Changes -Section 10 - Sub Area 1 - Hackney Wick and Fish Island</u>	
C252	The Council acknowledges the existing application for the McGrath site and London Plan policy position relating to the transfer of waste capacity. The proposed amendment to delete the wording which ensures that the approach counts towards the boroughs apportionment should be retained, or at a minimum amended to ensure that it has been demonstrated that the loss of capacity does not have a significant detrimental impact on the host boroughs ability to meet its apportionment target.
<u>12. Schedule of Changes -Section 13 - Sub area 4 - Bromley-by-Bow, Pudding Mill, Sugar House Land and Mill Meads</u>	
	<p>We welcome reference to the protection of heritage assets and the requirement for new development to sensitively integrate them.</p> <p>Also welcome maintaining the requirement for the open space within the Bromley-by-Bow site allocation.</p>

LLDC Ref: **PRN.011**

██████████
Planning Policy
London Legacy Development Corporation
Level 10, 1 Stratford Place
Montfichet Road
Stratford
E20 1EJ

Department: Planning
Our reference: LDD39/LDD02/HA01
Date: 17 December 2018

By email: planningpolicy@londonlegacy.co.uk

Dear A ██████████

**Statement of general conformity with the London Plan (Planning and Compulsory Purchase Act 2004, Section 24(4)(a) (as amended);
Greater London Authority Acts 1999 and 2007;
Town and Country Planning (Local Development) (England) Regulations 2012**

RE: London Legacy Development Corporation - Partial review - Publication stage draft Local Plan

Thank you for consulting the Mayor of London on the Publication stage draft of the partial review of the London Legacy Development Corporation (LLDC) Local Plan. As you are aware, all Development Plan Documents in London must be in general conformity with the London Plan under section 24 (1)(b) of the Planning and Compulsory Purchase Act 2004. The Mayor has afforded me delegated authority to make detailed comments which are set out below. Transport for London (TfL) has provided comments, which I endorse, and which are set out in this letter with more detailed comments attached at Annex 1.

This letter sets out where you may need to amend existing policies and supporting text to be more in line with the current London Plan and the emerging Draft New London Plan.

The draft new London Plan

The Mayor published his Draft New London Plan for consultation on 1st December 2017 and the Minor Suggested Changes (following consultation) on 13 August 2018. The Examination in Public of the Draft New London Plan will commence in January 2019 with publication anticipated in Winter 2019/20. Once published, the new London Plan will form part of the LLDC Development Plan and contain the most up-to-date policies.

The LLDC Local Plan is required to be in general conformity with the current London Plan, however any policies that diverge from the Draft New London Plan will become out of date as the Draft New London Plan gains more weight as it moves towards publication. In addition, the Draft New London Plan and its evidence base are now material considerations in planning decisions.

General

The Mayor recognises this is a partial review of the LLDC's existing Local Plan and welcomes the overall approach to growth and development in the Publication Stage draft. He considers that in general the plan is positive and is in general conformity with the London Plan. However, set out below are some suggestions and other representations to clarify and improve upon some policy areas.

On 29 January 2018, the Mayor provided comments (reference: LDF39/LDD02/BS01) on the LLDC's earlier consultation on the Local Plan Review scoping report, making suggestions as to how the Local Plan should progress in light of the emerging Draft New London Plan. This letter follows on from that earlier advice.

Housing Delivery

The Mayor welcomes the LLDC's aspirations to exceed the delivery of its new housing target of 2,161 new homes per year through priority projects including the delivery of approximately 2,400 new homes at Chobham Manor, East Wick and Sweetwater as set out in Strategic Policy SP.2 (C17). The Mayor also welcomes the LLDC's intention to deliver 50% affordable housing across a portfolio of sites including those at Stratford Waterfront East, Rick Roberts Way, Bridgewater Road and at Pudding Mill.

Developing business growth, jobs, higher education and training

Table 1: Direct jobs from proposals. Table 1 estimates that cumulative development will provide for, in the region of 55,000 jobs up to 2031 (C26). The current London Plan identifies Stratford as a strategic office centre beyond central London with an estimated capacity for up to 50,000 jobs including over 30,000 predominantly office jobs at Stratford City. In light of the potential future extension of the CAZ at Stratford, the Mayor is pleased that office generating employment uses will be directed there in accordance with Draft New London Plan paragraph 2.4.3. The Draft New London Plan Policy E1 identifies Stratford as a location where the provision of new CAZ-type office functions should be supported.

Paragraph 4.4. The Mayor welcomes the potential identification of a Creative Enterprise Zone at Hackney Wick and Fish Island (C22) in line with Draft New London Plan policy HC5. The bids have been assessed and on 14th December it was announced that the LLDC has been successful in its bid for Hackney Wick and Fish Island.

Policy B1. The LLDC's approach to the continued safeguarding and intensification of industrial capacity through consolidation and co-location (C26) is welcome and is one which reflects London Plan evidence on industrial land demand and supply. The approach is consistent with emerging London Plan policies E4-E7, which identify the LLDC as a planning authority that should retain industrial capacity (C29). However, the strategic approach to planning for industrial land as set out in the emerging London Plan is not entirely about job density. It should be recognised that some industrial land uses, especially in this instance, those for logistics and distribution, which are of particular importance in supporting the CAZ, have relatively low job densities.

In 2015, 36% of London's industrial land was identified as non-designated and is therefore of significant importance to London as a whole. Amendments to the LLDC's Draft Local Plan Policy B.1 should seek to retain B2 and B8 uses in accordance with Draft New London Plan Policy E7. Policy E7 states that mixed use and residential proposals on non-designated industrial land should prioritise the retention of existing B2 and B8 capacity, either through the mixing of uses or through a process of intensification, and not merely allow them to change to other B use class activities. Additional capacity for other B use class activities will only be welcome on the proviso that existing B2 and B8 capacity is re-provided or increased and that redevelopment does not compromise the ability of industrial land uses to operate effectively. The same approach should also be applied to **paragraph 4.15**, for Hackney Wick and Fish Island (C35).

Table 2. (C25, C26 & C39) It is noted that Here East is given a sub-designation under its continued SIL designation. The sub-designation of Strategic Technology Cluster at Here East is one which recognises that the area is occupied by a modern development comprised of a variety of business, educational and leisure uses. While these uses may diverge from those set out under Draft New London Plan Policy E4, in this instance, it is considered that the development and infrastructure on the site and in the immediate area would nevertheless enable SIL uses to occur. Given the loss of SIL in London over the last ten years, the Mayor considers that the retention of the SIL designation maintains its importance in preserving existing industrial uses and its longer-term role as a reservoir of strategic industrial land for London as a whole. It should be made clear that the priority is for the retention of industrial capacity. This could be for industrial uses that support the existing functions on site.

With regard to **Bow Goods Yard (Site Allocation SA4.5)**, the introduction of non-industrial uses would only be considered acceptable where SIL is released through a process of consolidation and intensification to maintain or increase industrial capacity thereby creating the space to accommodate new non-industrial uses on the site in accordance with Draft New London Plan Policy E7. A masterplan should be produced to cover the whole Goods Yard site.

Paragraph 4.13 (C32). The current wording regarding the provision of affordable workspace is unclear, and the paragraph should be amended to make it clear that large scale office development proposals over the threshold size should consider the provision of low-cost business space and affordable workspace in accordance with Draft New London Plan Policy E2.

Strategic Policy SP.2 Maximising housing and infrastructure provision within new neighbourhoods Part 2 (and paragraph 5.19). As stated above, the Mayor welcomes the draft Plans ambition to deliver in excess of the LLDC's draft new London Plan indicative housing target of 2,161 homes a year. If the target is rolled forward this would be well in excess of the 22,000 homes minimum identified to be delivered for the period 2020-2036 (C63 & C66). The Mayor welcomes the inclusion of a 5% buffer in the LLDC's housing trajectory, however it should be noted that the Planning Practice Guidance is clear that the Mayor as the strategic policy making authority is to distribute the total housing requirement for London. As stated in paragraph 3.19A of the London Plan, in order to support the range of activities and functions required in London, buffers should not lead to approval of schemes which compromise the need to secure sustainable development in line with the NPPF.

The 35% figure for affordable housing is not a target but the baseline for the Mayor's threshold approach set out in draft London Plan policies H6 and H7. The strategic target for the delivery

of affordable housing in London is 50%. The policy should make clear the distinction between affordable housing thresholds and the strategic target as set out in the Draft New London Plan.

Policy H.1 Providing for and diversifying the housing mix (C67, 71, 73)

The Mayor welcomes the additional text regarding housing delivery, and in particular diversifying housing developments such as supporting small sites, where appropriate. In this regard, the Mayor has no objection to the delivery of the small sites target being compressed. This is in line with Minor Suggested Change to the draft new London Plan Policy H3BA.

Paragraph 5.11

Draft New London Plan Policy H12 states that boroughs should not set prescriptive dwelling size mix requirements (in terms of number of bedrooms) for market and intermediate homes. Instead boroughs should provide guidance on the size of units required by number of bedrooms to ensure that affordable housing meets identified needs. In this regard, the LLDC should apply its requirement that over half the units in a scheme are two-bedroom flexibly, where required.

Paragraph 5.14 states that ‘Proposals shall be supported which address stock imbalances by introducing market and intermediate housing within existing predominantly social rented areas...’ Approaches to create mixed and inclusive communities are welcome and reflects Draft New London Plan Policy GG4 Delivering the homes Londoners need.

Policy H.2. Delivering affordable housing.

The LLDC should note that the Mayor has given more weight to ensuring affordable housing is provided on-site in his Draft New London Plan when compared with the current London Plan, particularly for schemes of over 25 units. Draft New London Plan Policy H5, part B now states that affordable housing *must* only be provided off-site or as a cash in lieu contribution in exceptional circumstances. Also see draft London Plan policy H2 and H6 which provide some flexibility for small schemes.

Paragraph 5.19. As noted in revised paragraph 4.9 (C29), it should be recognised that the Draft New London Plan in Table 6.2 identifies the LLDC as a ‘retain capacity’ area for industrial land and that the overall strategic approach is one of no net loss of industrial capacity as set out in Policy E4 part C. Likewise, the principle of no net loss of industrial capacity should be applied to site allocations where existing industrial capacity should be retained as part of any future development proposals and should not be lost to B1a Office uses.

Paragraph 5.23 states that ‘For the purposes of clarification, non-self-contained older person’s accommodation will be monitored on the basis of 3 bedspaces accounting for a single home.’ Draft New London Plan Policy H3 states that ‘Net non-self-contained accommodation for older people (C2 use class) should count towards meeting housing targets on the basis of a 1:1 ratio, with each bedroom being counted as a single home. Paragraph 5.23 should be amended to take account of the approach set out in the Draft New London Plan. Furthermore, paragraph 5.23 uses the term ‘residential sheltered care homes’ which should be amended to ‘residential nursing care accommodation’ to reflect the term used in the Draft New London Plan and to avoid confusion with ‘sheltered accommodation’ which is considered to be C3 housing.

Paragraph 5.26. While the Draft New London Plan sets no annual benchmark for specialist older persons housing for the LLDC area, the Housing Requirements Study 2018, conducted on behalf of the LLDC and which forms part of the Local Plan evidence base provides figures of future projected demand for specialist older persons accommodation. In accordance with Draft New London Plan Policy H15, the LLDC should work positively and collaboratively with providers to identify sites which are suitable for specialist housing to meet the identified need.

Policy H.2 and paragraph 5.15. With regards to the threshold for the provision of affordable housing, Policy H.2 sets '...ten units or more' and paragraph 5.15 sets '...over 10 units'. It is recommended that term 'ten units or more' is used consistently in both instances and throughout the document in line with draft new London Plan policy H6.

Policy H.5: Location of gypsy and traveller accommodation. The Mayor welcomes the inclusion and consideration of the Draft New London Plan definition of gypsies and travelling showpeople in LLDC's Draft Local Plan. While the LLDC has identified provision to meet the needs of Gypsies and Travellers falling within the Planning Policy for Traveller Sites (PPTS 2015) definition at the Bartrip Street South Site (SA1.7), no such provision has been made for the further 15 pitches required as a result of the new London Plan definition. It is noted that the LLDC Draft Local Plan sets out a commitment to work with neighbouring authorities in finding appropriate sites and to monitor the delivery of pitches on an annual basis. Further capacity needs to be found to address this shortfall in Gypsy and Traveller provision in time to meet the identified need. Policy H.5 should be amended from 'The Legacy Corporation will seek to provide...' to 'The Legacy Corporation will provide...'.

Section 7 Transport

With regards to transport capacity, TfL is working closely with the LLDC, Newham Council and other stakeholders to deliver an integrated congestion relief scheme for Stratford station, as there are existing capacity constraints which require station control in the weekday PM peak. The Outcome Definition Study has identified that several potential interventions will be required, such as new entrances and a new overbridge. We welcome the updated references to the need to improve access to the station in the draft Local Plan. TfL will continue to work with the LLDC and other stakeholders through the appropriate governance procedures to identify and deliver phased interventions.

More detailed comments from TfL are attached as Annex 1.

Policy BN.5 Proposals for tall buildings. It is noted that the LLDC has introduced a new criterion to Policy BN.5 which states that tall building proposals over the proposed threshold levels would have to, in addition to meeting policy requirements, achieve significant additional public benefit. It is considered that further guidance should be provided in the supporting text to clarify this requirement.

I hope these comments inform the Examination of the LLDC Local Plan. If you have any specific questions regarding the comments in this letter, please do not hesitate to contact [REDACTED]

Yours sincerely

[REDACTED]

[REDACTED]
Chief Planner

Cc [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Annex 1 – Transport for London comments

LLDC Local Plan Review Regulation 19 consultation – TfL comments

Thank you for the opportunity to comment on the Revised Local Plan Regulation 19 Publication Draft.

Please note that these comments represent the views of Transport for London (TfL) officers and are made entirely on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to this matter. The comments are made from TfL's role as a transport operator and highway authority in the area. These comments also do not necessarily represent the views of the Greater London Authority (GLA). A separate response has been prepared by TfL Property to reflect TfL's interests as a landowner and potential developer.

TfL will also respond separately to the Preliminary Draft Charging Schedule Consultation.

Overarching general comments

The approach taken generally supports draft London Plan policies of making the best use of land and optimising densities.

TfL welcomes the publication version of the document and generally supports the proposals, which makes relevant updates to reflect the draft London Plan and policy initiatives such as Healthy Streets. There are several suggestions for non-material minor wording changes and updates to maps and figures, as set out below. Comments made in this section should also be taken to refer to updates required to the relevant sub area chapters.

The draft London Plan was published in December 2017 and was open for public consultation until March 2018. Following the consultation, a revised draft was published in August 2018 showing Minor Suggested Changes made in response to consultation comments. The draft London Plan is a material consideration in assessing local policy and determining planning applications.

We have set out a number of comments and proposed changes on the following pages which we hope are helpful.

We are committed to continuing to work closely with LLDC and GLA to help deliver integrated planning and make the case for continued investment in transport capacity and connectivity to unlock further development and support future growth in the LLDC area and across London.

With particular reference to transport capacity, TfL is working closely with LLDC, Newham Council and other stakeholders to the delivery of an integrated congestion relief scheme for Stratford station, where there are existing capacity constraints which require station control in the weekday PM peak and where an Outcome Definition Study has identified that several potential interventions will be required, such as new entrances and a new overbridge. We welcome the updated references in the draft Local Plan. TfL will continue to work with LLDC and others through the appropriate governance procedures to identify and deliver phased

interventions. There are several large emerging applications in the LLDC and Newham area, which will be required to mitigate their impact. We will be pleased to discuss further how S106 and / or CIL, among other potential funding sources, can be allocated towards Stratford station to mitigate the impact of these developments.

Section and paragraph comments

Wording below is set as underlined for additional text suggestions and struckthrough for text removal suggestions.

5.22 "...are considered most appropriate for PBSA due to the enhanced walking, cycling and public transport accessibility..."

BN4 & BN10 – welcome the increased references to streetscape, public routes and spaces, Healthy Streets, public realm

7.13 "Analysis shows that ~~the planned growth can be accommodated without significant new public transport investment, as long as the planned and emerging growth in the Legacy Corporation area and east London needs to be co-ordinated with enhancements to public transport network capacity and station capacity, alongside local connectivity improvements are brought forward~~ with an emphasis on walking and cycling and smarter travel choices built into new developments."

7.13 point 3 "Improvements to public transport and improved access and capacity to stations in the area... Such schemes include an integrated congestion relief scheme (comprising new access and interchange) ~~at the new entrance at Stratford station~~"

"Improvements to Stratford station as part of an integrated congestion relief scheme access and station upgrade."

7.16 / 7.8 Crossrail 2 "Transport for London (TfL) and Network Rail are working closely together to develop Crossrail 2. The proposed route map as confirmed in ~~2015~~ the 2018 Mayor's Transport Strategy would provide a link across London's southwest to northeast ~~corridor from the north east to the south west~~. The concept of an eastern branch has previously been explored and focused on an alignment through Hackney, Newham and beyond ~~and Haringey and Network Rail branches~~. An eastern branch could provide significant benefits to the Legacy Corporation area and continues to be a priority for the growth boroughs that it would include."

T.2 & T.4 Welcome references to 80% target and other London Plan and MTS policies

7.19 We will need to collectively assess if in addition to S106 any reference to other appropriate funding mechanisms is appropriate

7.21 "and ~~new platforms~~ network capacity improvements at Stratford station."

Table 7 or Figure 24 – could add in strategic cycle infrastructure, such as Cycle Superhighway 2 or Quietway 6 or Lea Valley tow path cycle routes

Sub Areas and site allocations

Sub Area 3 Central Stratford and Southern Queen Elizabeth Olympic Park

Throughout, please check spellings and references to Montfichet Road.

12.3

Add additional bullet point “Enhancing access to and internal capacity at Stratford station”

Policy 3.2

Suggest amendments to text to reflect the range of potential interventions:

“The Legacy Corporation will work with its partners to promote improved connectivity and multi-modal interchange and public realm improvements...in particular a new pedestrian bridge from Jupp Road and facilitating ~~a western entrance to~~ new entrances and interventions at Stratford regional station to both enhance local access and deliver an integrated congestion relief scheme”

12.11 “The excellent accessibility of the Sub Area is compromised in some locations by physical barriers of roads, railways and waterways, and by the capacity constraints experienced at Stratford station. The Legacy Corporation will...”

12.12 “The Legacy Corporation will work in partnership with other relevant bodies including local communities to improve connections and station capacity and multi-modal interchange, particularly on key projects, such as the Jupp Road bridge and ~~improvements to the western new entrances and interventions~~ to Stratford Regional Station...”

Figure 35 There are other potential new access points at Stratford station identified, and as such there are a range of “principal connection improvement” besides the one identified at a south western station entrance location. Rather than adding in all potential interventions, it may be easier to add a larger circle around Stratford station. NB Site Allocation SA3.4 also identifies the Jupp Road bridge as a key connection not shown on Figure 35.

Site Allocation SA3.4

“• **Maximise** and reflect in any new development or public realm improvement the potential arising from pedestrian movement to and from a new southwestern entrance to Stratford Regional Station and improvements to the Jupp Road bridge

• The identified options for the a new southwestern entrance to Stratford Regional Station and delivery of a western overbridge should be incorporated into redevelopment proposals for this site”

Sub Area 4 Bromley-by-Bow, Pudding Mill, Sugar House Lane and Mill Meads

Please check references between “Pudding Mill” as the area, and “Pudding Mill Lane” as the DLR station.

We welcome the references in 4.2 to the ongoing new connections and 4.3 to station improvements and TfL will continue to work with LLDC and Newham and Tower Hamlets Councils to deliver these proposals to unlock homes and jobs.

Policy 4.3 “In considering proposals to improve Bromley-by-Bow Station, to further enhance the existing improvements that have been made, the Legacy Corporation will support proposals that improve accessibility and capacity to and within the station and enhance its visual presence within the area.”

13.8 “Improvements are proposed at Bromley-by-Bow station to improve accessibility and capacity, create step-free access...”.

Site Allocation SA4.5: Bow Goods Yards (Bow East and West)

GLA have responded regarding SIL release and consolidation and intensification. The Masterplan which to be developed should clarify what is intended by “intensification and consolidation”.

Bullet point 6 “Provides an alternative road access across the site allocation area to enable servicing and access to and from the A12” No wording changes proposed at this stage, however TfL would want to understand if a direct or indirect connection would be proposed. TfL would be concerned about the practicality of a direct access onto the A12 at this point, notwithstanding the potential to reduce vehicular impact on the local highway network, for feasibility and delivery, and we would be pleased to engage in any initial masterplanning in particular to inform what constraints and opportunities exist for further assessment for access to the A12. “

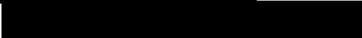
Delivery and Implementation

No wording changes proposed, but as TfL may have a key role in the delivery of projects in the LLDC area, we would wish to work closely together in developing transport proposals, ensuring that current thinking on potential transport infrastructure projects and their funding is aligned.

Summary

I trust that the above provides you with a better understanding of TfL’s position. Please do not hesitate to contact me should you have any queries or clarifications about these comments.

Yours sincerely


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██████████
Head of Planning Policy
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14 December 2018

Dear ██████████

London Legacy Development Corporation Revised Local Plan (Regulation 19)

I am writing on behalf of the London Boroughs of Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest (the “North London Boroughs”) who are working together to prepare the North London Waste Plan (NLWP).

Thank you for the invitation to comment on the LLDC Local Plan review. My comments below relate to the waste policy and supporting text only and mainly consider the changes since the last version. I raise no issues of soundness but invite you to consider these comments when making further modifications to the Local Plan.

As you are aware there is a Memorandum of Understanding (MoU) between the LLDC and the North London Boroughs which provides a framework for co-operation on waste planning. The MoU commits all parties to ongoing engagement through the duty to co-operate and we look forward to continuing this arrangement. The Boroughs have all formally agreed the MoU but I am waiting for them to return signed copies. When they are all assembled, I will forward them to you.

Table 2 in the MoU sets out areas in Hackney and Waltham Forest covered by LLDC which are potentially suitable for waste uses, and these are also identified in the Proposed Submission NLWP (detailed below). However, these areas do not seem to be identified in the LLDC Revised Local Plan. Paragraph 8.21 (formerly para 7.11) identifies Fish Island South and Bow Goods Yard as suitable for new waste facilities, but does not name any of the areas agreed in the MoU. This needs to be rectified.

Areas in Hackney and Waltham Forest portions of the Legacy Corporation area potentially suitable for waste management use

Area Name	Area (ha)	Borough
Bartrip Street	0.6	Hackney
Chapman Road (Palace Close)	0.33	Hackney
Temple Mill Lane	2.1	Waltham Forest

Policy IN2 on planning for waste has become Policy S.7 and a number of 'minor' changes have been made.

The policy removes the requirement to provide compensatory capacity, if there is a loss of a waste site to other uses, "in the same waste authority area or waste group as the original site", and replaces it with a requirement to locate a new site within London. This is not in line with the Proposed Submission NLWP Policy 1 which requires that a replacement site for compensatory capacity should be within North London. It is also not considered to be a 'minor' change to LLDC's Local Plan as it substantially affects the ability of North London to deal with its own waste.

Paragraph 7.8 has become paragraph 8.18 and states that North London Waste Planning group is in the early stages of preparing its Waste Local Plan. The NLWP is now at Proposed Submission stage and currently being ratified for Regulation 19 consultation in early 2019. Please update this sentence to say that the NLWP is due to be adopted in 2020.

I note in passing that the reference to Tower Hamlets has been removed from paragraph 8.18 and no policy for Tower Hamlets is included in the cross-reference list at the end of Policy S.7. Tower Hamlets' new Local Plan which was examined in 2018 has two waste policies: S.MW1: Managing our waste and D.MW2: New and enhanced waste facilities which are relevant.

Policy SP.4 no longer deals with utility infrastructure and the policy wording has been changed to remove the reference to retaining existing waste management facilities. It is not clear if this requirement to retain existing waste management facilities has been moved to a different section of the plan or deleted from the plan altogether. The London Plan requires waste sites to be identified and safeguarded in Local Plans. This should be reflected in Policy S.7.

I hope these comments are helpful.

Yours sincerely



 Programme Manager



Our ref:

Your ref: **LLDC Ref: PRN.013**

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14 December 2018

Dear [REDACTED]

LLDC Local Plan Review Regulation 19 consultation – TfL comments

Thank you for the opportunity to comment on the Revised Local Plan Regulation 19 Publication Draft.

Please note that these comments represent the views of Transport for London (TfL) officers and are made entirely on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to this matter. The comments are made from TfL's role as a transport operator and highway authority in the area. These comments also do not necessarily represent the views of the Greater London Authority (GLA). A separate response has been prepared by TfL Property to reflect TfL's interests as a landowner and potential developer.

TfL will also respond separately to the Preliminary Draft Charging Schedule Consultation.

Overarching general comments

The approach taken generally supports draft London Plan policies of making the best use of land and optimising densities.

TfL welcomes the publication version of the document and generally supports the proposals, which makes relevant updates to reflect the draft London Plan and policy initiatives such as Healthy Streets. There are several suggestions for non-material minor wording changes and updates to maps and figures, as set out below. Comments made in this section should also be taken to refer to updates required to the relevant sub area chapters.

The draft London Plan was published in December 2017 and was open for public consultation until March 2018. Following the consultation, a revised draft was published in August 2018 showing Minor Suggested Changes made in response to consultation comments. The draft London Plan is a material consideration in assessing local policy and determining planning applications.

We have set out a number of comments and proposed changes on the following pages which we hope are helpful.

We are committed to continuing to work closely with LLDC and GLA to help deliver integrated planning and make the case for continued investment in transport capacity and connectivity to unlock further development and support future growth in the LLDC area and across London.

With particular reference to transport capacity, TfL is working closely with LLDC, Newham Council and other stakeholders to the delivery of an integrated congestion relief scheme for Stratford station, where there are existing capacity constraints which require station control in the weekday PM peak and where an Outcome Definition Study has identified that several potential interventions will be required, such as new entrances and a new overbridge. We welcome the updated references in the draft Local Plan. TfL will continue to work with LLDC and others through the appropriate governance procedures to identify and deliver phased interventions. There are several large emerging applications in the LLDC and Newham area, which will be required to mitigate their impact. We will be pleased to discuss further how S106 and / or CIL, among other potential funding sources, can be allocated towards Stratford station to mitigate the impact of these developments.

Section and paragraph comments

Wording below is set as underlined for additional text suggestions and struckthrough for text removal suggestions.

5.22 “...are considered most appropriate for PBSA due to the enhanced walking, cycling and public transport accessibility...”

BN4 &BN10 – welcome the increased references to streetscape, public routes and spaces, Healthy Streets, public realm

7.13 “Analysis shows that ~~the planned growth can be accommodated without significant new public transport investment, as long as the planned and emerging growth in the Legacy Corporation area and east London needs to be~~ co-ordinated with enhancements to public transport network capacity and station capacity, alongside local connectivity improvements ~~are brought forward~~ with an emphasis on walking and cycling and smarter travel choices built into new developments.”

7.13 point 3 “Improvements to public transport and improved access and capacity to stations in the area... Such schemes include an integrated congestion relief scheme (comprising new access and interchange) at the new entrance at Stratford station”

“Improvements to Stratford station as part of an integrated congestion relief scheme access and station upgrade.”

7.16 / 7.8 Crossrail 2 “Transport for London (TfL) and Network Rail are working closely together to develop Crossrail 2. The proposed route map as confirmed in ~~2015~~ the 2018 Mayor’s Transport Strategy would provide a link across London’s southwest to northeast corridor ~~from the north east to the south west~~. The concept of an eastern branch has previously been explored and focused on an alignment through Hackney, Newham and beyond ~~and Haringey and Network Rail branches~~. An eastern branch could provide significant benefits to the Legacy Corporation area and continues to be a priority for the growth boroughs that it would include.”

T.2 & T.4 Welcome references to 80% target and other London Plan and MTS policies

7.19 We will need to collectively assess if in addition to S106 any reference to other appropriate funding mechanisms is appropriate

7.21 “~~and new platforms~~ network capacity improvements at Stratford station.”

Table 7 or Figure 24 – could add in strategic cycle infrastructure, such as Cycle Superhighway 2 or Quietway 6 or Lea Valley tow path cycle routes

Sub Areas and site allocations

Sub Area 3 Central Stratford and Southern Queen Elizabeth Olympic Park

Throughout, please check spellings and references to Montfichet Road.

12.3

Add additional bullet point “Enhancing access to and internal capacity at Stratford station”

Policy 3.2

Suggest amendments to text to reflect the range of potential interventions:

“The Legacy Corporation will work with its partners to promote improved connectivity and multi-modal interchange and public realm improvements...in particular a new pedestrian bridge from Jupp Road and facilitating ~~a western entrance to~~ new entrances and interventions at Stratford regional station to both enhance local access and deliver an integrated congestion relief scheme”

12.11 “The excellent accessibility of the Sub Area is compromised in some locations by physical barriers of roads, railways and waterways, and by the capacity constraints experienced at Stratford station. The Legacy Corporation will...”

12.12 “The Legacy Corporation will work in partnership with other relevant bodies including local communities to improve connections and station capacity and multi-modal interchange, particularly on key projects, such as the Jupp Road bridge and ~~improvements to the western~~ new entrances and interventions to Stratford Regional Station...”

Figure 35 There are other potential new access points at Stratford station identified, and as such there are a range of “principal connection improvement” besides the one identified at a south western station entrance location. Rather than adding in all potential interventions, it may be easier to add a larger circle around Stratford station. NB Site Allocation SA3.4 also identifies the Jupp Road bridge as a key connection not shown on Figure 35.

Site Allocation SA3.4

- “• Maximise and reflect in any new development or public realm improvement the potential arising from pedestrian movement to and from a new southwestern entrance to Stratford Regional Station and improvements to the Jupp Road bridge
- The identified options for ~~the~~ a new southwestern entrance to Stratford Regional Station and delivery of a western overbridge should be incorporated into redevelopment proposals for this site “

Sub Area 4 Bromley-by-Bow, Pudding Mill, Sugar House Lane and Mill Meads

Please check references between “Pudding Mill” as the area, and “Pudding Mill Lane” as the DLR station.

We welcome the references in 4.2 to the ongoing new connections and 4.3 to station improvements and TfL will continue to work with LLDC and Newham and Tower Hamlets Councils to deliver these proposals to unlock homes and jobs.

Policy 4.3 “In considering proposals to improve Bromley-by-Bow Station, to further enhance the existing improvements that have been made, the Legacy Corporation will support proposals that improve accessibility and capacity to and within the station and enhance its visual presence within the area.”

13.8 “Improvements are proposed at Bromley-by-Bow station to improve accessibility and capacity, create step-free access...”.

Site Allocation SA4.5: Bow Goods Yards (Bow East and West)

GLA have responded regarding SIL release and consolidation and intensification. The Masterplan which to be developed should clarify what is intended by “intensification and consolidation”.

Bullet point 6 “Provides an alternative road access across the site allocation area to enable servicing and access to and from the A12” No wording changes proposed at this stage, however TfL would want to understand if a direct or indirect connection would be proposed. TfL would be concerned about the practicality of a direct access onto the A12 at this point, notwithstanding the potential to reduce vehicular impact on the local highway network, for feasibility and delivery, and we would be pleased to engage in any initial masterplanning in particular to inform what constraints and opportunities exist for further assessment for access to the A12.”

Delivery and Implementation

No wording changes proposed, but as TfL may have a key role in the delivery of projects in the LLDC area, we would wish to work closely together in developing transport proposals, ensuring that current thinking on potential transport infrastructure projects and their funding is aligned.

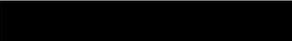
Summary

I trust that the above provides you with a better understanding of TfL’s position. Please do not hesitate to contact me should you have any queries or clarifications about these comments.

Yours sincerely

 **London Plan and Planning Obligations team**

Email: 

Cc: 

17 December 2018

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Dear Sir, Madam,

**Review of the Legacy Corporation Local Plan
Regulation 19 Consultation on the Publication draft Revised Local Plan**

On behalf of Here East, I write in response to the Regulation 19 Consultation on the review of the Legacy Corporate Local Plan, originally adopted in July 2015.

Here East is a legacy partner of the London Legacy Development Corporation (LLDC) on the Queen Elizabeth Olympic Park (QEOP) and is a major stakeholder which will play a prominent role in helping to shape the physical, economic and environmental future of the area.

Planning permission was granted for Here East, the redevelopment of the Olympic broadcast complex in March 2014, with construction commencing in late 2014 and the occupation beginning in April 2016. Since then, Here East has made great progress in letting space within the development and is now occupied by Loughborough University, University College London, Studio Wayne McGregor, Ford, BT Sport, Sports Interactive, Hobs Studio and Plexal – a new innovation centre supporting entrepreneurs and corporations alongside each other.

Here East benefits from an existing Site Allocation – to be re-numbered SA1.5 – and is the primary amendment sought in response to this consultation:

SA1.5 – East Wick and Here East

Here East supports the aims of the Site Allocation of Here East within SA1.5, which recognises the site as an employment, technology and education cluster with opportunities for the intensification and redevelopment of under-utilised areas and subsidiary retail, leisure or other 'walk to' services.

In the context of making the best use of under-utilised areas of the site, there is a strong national and London policy focus on requiring that land suitable for development – in particular brownfield land – is optimised for future development.

Paragraph 118 of the National Planning Policy Framework 2018 (NPPF) requires that planning policies should give "substantial weight to the value of using suitable brownfield land"; should "promote and support the development of under-utilised land and buildings".

Similarly, paragraph 127 of the NPPF sets out the Government's aspiration that planning policy sets a framework for developments to "*optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development*".

The Draft London Plan (2018), Policy D8, requires that Tall Buildings should be sustainably developed in appropriate locations, and that boroughs should identify on maps in Development Plans the locations where tall buildings will be an appropriate form of development in principle. Paragraph 3.8.1 explains that "*tall buildings can form part of a plan-led approach to facilitating regeneration opportunities and managing future growth, particularly in order to make optimal use of the capacity of sites which are well-connected by public transport and have good access to services and amenities.*"

Policy D6 – Optimising density of the Draft London Plan requires that "*development must make the most efficient use of land and be designed at the optimum density.*" Indeed, it states that "*proposed development that does not demonstrably optimise the density of the site in accordance with this policy [D6] should be refused.*"

The owners of Here East consider that the under-utilised parts of the site have the potential to accommodate a tall building, which could create a significant landmark at an important economic location in the QEOP and provide a substantial job creation opportunity. They propose that Site Allocation SA1.5 should include reference to the site being a suitable location for a tall building.

Here East is a suitable location for a tall building for the following reasons, inter alia:

- Here East is located outside of the Local Plan Review key views, and the Wider Setting Consultation Area for the LVMF SPG (Local Plan Review Figure 18). Its location is not constrained by these views.
- It would create the opportunity for a new view and landmark within the north west of the QEOP to mark the main economic area of the QEOP, which does not currently incorporate significant variation in the scale of buildings.
- It is expected that the detailed design of a development would be able to accommodate design features and mitigation to ensure that it is acceptable in respect of micro-climatic conditions, and the amenity of the surrounding area. Here East is a large site, with capacity within the site boundaries to accommodate a tall building without impacts on the amenity of surrounding residents.
- Here East could meet all of the policy requirements as a suitable location for tall buildings. It is an accessible location, increasingly being proven through the location of significant new businesses to the campus, and within the context of future development of East Wick and Sweetwater, will create a range of facilities for both residents and employees. Here East – in combination with future residential development – will contribute to a QEOP community that could benefit from a prominent built form.

It is therefore proposed that the following reference is included in Site Allocation SA1.5:

"Tall buildings may be acceptable in this location subject to Tall Buildings Policy (BN.5)."

Policy BN.5 provides the tests which LLDC consider should be adhered to in order that a Tall Building is justified. It is therefore appropriate that Site Allocation SA1.5 for East Wick and Here East incorporates the requirement for this justification.

Policy BN.5 – Proposals for tall buildings

In addition to the proposed amendment to Site Allocation SA1.5, to recognise that Here East is a site suitable for accommodating a tall building, we also propose an important amendment to Policy BN.5 *Proposals for tall buildings*.

The requirement for proposals to “achieve significant additional public benefit” is a policy test which is inconsistent with National Planning Policy, and the Draft London Plan. The test of public benefit only applies in relation to designated heritage assets. The determination of planning proposals which do not accord with a Development Plan require an assessment of material considerations. Such material considerations could cover a substantially broad range of benefits from a proposed development.

Similarly, the burden of this policy test would hinder the delivery of development which would otherwise have material considerations which weigh in favour of such an application.

Table 3 – B.1a1

Here East supports the proposed changes to Table 3, which reflect the diversity of uses that have been curated at the campus. The changes also recognise that opportunities for intensification and redevelopment of the under-utilised areas will be supported. In seeking to optimise the use of land, this is considered to be a positively prepared and effective approach to supporting potential future development at Here East.

In order to clarify the mix of uses on the Site, it is recommended that the following amendment is incorporated within Table 3 – B.1a1:

*“A range of complementary employment uses within B1 and B8 Use Classes, D1 and further **and higher** education uses, including [...]”*

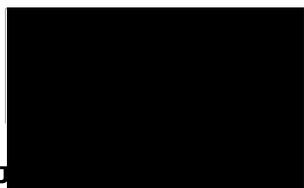
Conclusion

Here East welcomes the continued development of the Local Plan, and the amendments which have been incorporated to date, in order to reflect the ecosystem of occupiers which has been curated at the campus.

However, as Here East continues to fill, and as opportunities for intensification and future redevelopment are recognised, the amendments set out in this letter shall be required to ensure that the plan has been positively prepared and effective for its delivery.

We trust that these points are clear and would be very happy to engage with Officers to discuss the precise wording proposed.

Yours sincerely



For Deloitte LLP

17 December 2018



Publication Local Plan Consultation
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Dear Sirs

**LONDON LEGACY DEVELOPMENT CORPORATION – REGULATION 19 CONSULTATION ON THE PUBLICATION DRAFT REVISED LOCAL PLAN
FORMAL CONSULTATION RESPONSE ON BEHALF OF BELLWAY HOMES (THAMES GATEWAY)**

Thank you for the opportunity to provide formal representations to the LLDC’s Regulation 19 publication draft Local Plan.

We write on behalf of our Client, Bellway Homes Limited (Thames Gateway), who is committed to delivering sites within the London Legacy Development Corporation (LLDC) area. In addition, they are relocating their regional head office to Pudding Mill in 2019.

Bellway are currently building out Phase 1 of Legacy Wharf on Cooks Road, Pudding Mill, which is the first land parcel to come forward on the island. In addition, they own neighbouring Phase 2 of Legacy Wharf, and are in the process of acquiring the site at Barbers Road. We have had a number of pre-application discussions with LLDC officers with a view to submitting two planning applications for the redevelopment of the sites in 2019.

This letter provides comments on proposed amendments made to the site allocation at Pudding Mill under Policy SA4.3, having regard to the relevant national guidance and local planning policy. We also enclose a schedule of comments on other key policies and would like to reserve the right to provide further comments on any future draft of the Local Plan document prior to its adoption.

We are, of course, pleased to see that LLDC continue to view Sub-Area 4 as an opportunity for extensive and comprehensive development, and that Pudding Mill under Policy SA4.3 remains a focus for new residential-led development.

The site allocation under adopted Policy SA4.3 is accompanied by a number of key development principles. The draft revised Local Plan seeks to amend a selection of these principles. As such, we have provided comment these below.

A. 25% Non-Residential Floorspace

The draft site allocation sets out: *“Cumulatively across the Pudding Mill Site Allocation, 25 per cent non-residential floorspace should be achieved”*. We welcome that this approach applies to the wider Pudding Mill area, however clarification in the supporting text should be provided as to how the LLDC will approach this in decision making terms to ensure that sites coming forward are not overly burdened by under delivery on



other sites on Pudding Mill. To ensure that the Policy meets the NPPF's tests of soundness this details should be provided.

The prescribed quantum is overly prescriptive and not justified. The threshold does not reflect the multiple competing inputs which need to be considered in development viability, such as demolition, extensive remediation costs, construction costs, community infrastructure levy and affordable housing delivery. Reference to being "subject to viability" should be incorporated into the policy wording to ensure sites do not being stagnated in the planning process.

Furthermore we feel that it is important for the allocation or the supporting text to clarify that the non-residential floorspace could comprise a range of infrastructure and employment uses in Class A, the full range of Class B uses, Class D and Sui Generis uses.

We note that the Employment Land Review prepared as part of the evidence base considers Pudding Mill as a suitable location for Higher Education, and Research and Development, this is not reflected in the site allocation but is reflected in draft Policy B.6 and Objective 1 of the emerging Local Plan.

B. Location of Employment Provision

We remain opposed to austere positioning of non-residential uses to a central east-west street across the Pudding Mill allocation. This has not been justified within the policy and could prejudice the vitality and viability of non-residential uses which should be market-led and brought forward on the basis of demand for such uses. In addition due consideration needs to be afforded to the relationship of non-residential uses with residential from an amenity perspective.

We consider that the wording of the allocation should be more flexible, non-residential uses should be encouraged along the waterways, along Cooks Road and at key nodes to encourage activity and animation. This approach also reflects the planning permission for Legacy Wharf Phase 1.

C. Co-location and Intensification of Industrial Floorspace to West of Cooks Road

We support the amendments to the OIL within the site allocation. This seeks to intensify the industrial designation to the west of Cook's Road.

We specifically support the change in direction to allow co-location of B1c/B2/B8 with residential. This will allow an appropriate transition between the adjoining sites to the east of Cooks Road and the OIL. In addition, the re-wording will ensure that matters such as future residential amenity will be considered in more detail by future developers when designing proposals.

This approach supports Policy 2.13 of the London Plan 'Opportunity Areas and Intensification Areas' encourages Boroughs to progress and implement planning frameworks to realise the potential of intensification.

D. Minimum Housing Yield

The most recent iteration of LLDC's Annual Monitoring Report (2017) ("AMR") covers the period from 1st January 2017 to 31st December 2017. The purpose of the AMR is to set out performance progress against Local Plan key performance indicators; one of which is housing delivery against its adopted housing target.

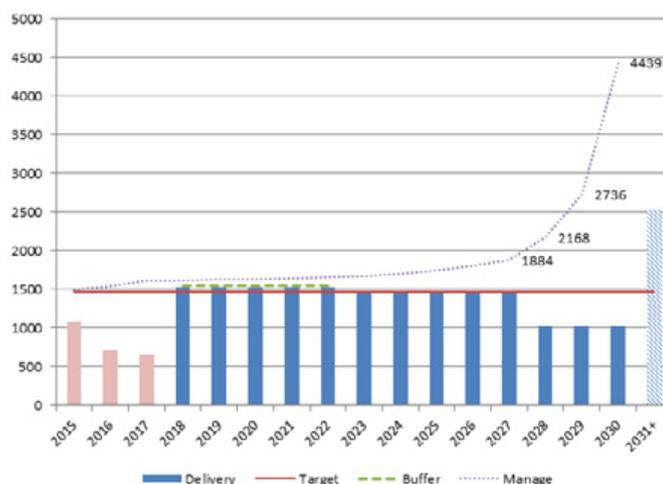
Table 1 below, taken from the AMR breaks down the delivery of housing within LLDC by planning permission. From Q1 to Q4 of 2017, LLDC only delivered 753 units. This is just over 51% of the annual housing target.

Table 1: Homes completed in 2017

Homes Completed in 2017	
Glasshouse Gardens	219
Chobham Manor Phase 1 remainder	94
10/02291/FUL 2-12 High Street	191
16/00298/PNCOU Queensway House	35
15/00164/FUL The River House, 3, Blaker Road	7
06/90011/FUMODA Stratford Edge, 80-92 High Street	202
13/00397/FUL Abbey Lane	5
Total	753

Figure 11 within the AMR (Table 2) highlights through illustration the shortfall between the borough’s housing delivery and its adopted targets. This is shown below:

Table 2: AMR Figure 11 Housing Trajectory



The above demonstrates that the LLDC has failed to meet their current housing target over the last three years. This will increase the pressure on future housing delivery. This is especially relevant given the impending introduction of the Housing Delivery Test. On the basis of the sites currently being built out, LLDC expect to meet their 2018 targets.

Notwithstanding the above, if the emerging minimum London Plan housing targets (annualised average of 2,161 dwellings) are extrapolated against the projected completions in the AMR, it is apparent that LLDC would fall well short of meeting their housing requirements.

The draft allocation consultation document states that the wider site allocation area is expected to yield a minimum of 2,000 new homes. For the reasons outlined above this target is wholly unambitious, and fails to reflect the true capacity of the site to accommodate residential uses. Furthermore the Policy fails to optimise the capacity of the wider allocation in line with the NPPF (Section 11) and the London Plan.

In relation to the site allocation, it is relevant to note that Legacy Wharf Phase 1 is currently undergoing construction with planning applications for Legacy Wharf Phase 2 and Barbers Road being submitted in 2019, together will deliver c.700 residential units. In addition, LLDC issued a formal EIA scoping Opinion on a mixed-use development proposal for land west of Cooks Road which includes 640 residential units, with an application expected to be submitted by a developer in early 2019. The combined total of the consented development to date, and the units that may come forward as part of detailed applications is approximately 1,300 units. PDZ8 as part of the Legacy Communities Scheme has also secured outline planning permission (LPA Ref: 11/90621/OUTODA) for 118,290sqm residential floorspace alongside other land uses.

In light of the above, we consider that the area of land within the site allocation under Policy 4.3 will deliver well in excess of the identified 2,000 dwellings. The wording of the policy should therefore reflect the ambitions of LLDC to regenerate Pudding Mill through the appropriate intensification and efficient use of former brownfield land.

E. Provision of Affordable Housing across Portfolio sites

Revised Allocation includes text that commits the provision of “affordable housing across the portfolio sites (site allocations SA3.2, SA3.5, SA3.6 and SA4.3) based on an affordable housing threshold of 50 per cent in accordance with draft policy H2. Firstly, we consider the use of the word ‘portfolio’ confusing, not least because this typically refers to assets held by public bodies. This is not the case for all sites within the site allocation. This should be amended.

We also consider a blanket policy that requires 50% affordable housing on residential schemes to be unnecessarily onerous and unviable. Draft Policy H.2 ‘Delivering affordable housing’ within the draft publication Local Plan sets out that “*affordable housing will be sought on sites capable of providing ten units or more, or has an area of 0.5 hectares or more, based on the affordable housing thresholds set out within Policy SP.2*”. Policy SP2 references draft London Plan Policy H6 which sets the threshold level of affordable housing at:

1. A minimum of 35 per cent; or
2. 50 per cent for public sector land where there is no portfolio agreement with the Mayor; or
3. 50 per cent for Strategic Industrial Locations, Locally Significant Industrial Sites and non-designated industrial site appropriate to release for residential uses, where the scheme would result in a net loss of industrial capacity.

London Plan Policy H6 allows development to be scrutinised as part of a Viability Tested Route.

In addition paragraph 5.19 which supports draft Policy H.2 of the Local Plan incorrectly quotes the draft London Plan policy “*Where residential is proposed within designated and non-designated industrial sites and there will be a net loss of industrial floorspace capacity, 50 per cent affordable housing is expected or the VTR will be utilised.*” (our emphasis). This should be amended to remove the word “floorspace”, as this doesn’t align with the emerging London Plan’s definition of “industrial capacity”.

There are a number of considerations that need to be taken into account when regenerating former brownfield sites, including the costs associated with the site’s former use. The development principles that accompany the site allocation under Policy SA4.3 also include community infrastructure and open space requirements. Furthermore London Plan Policy E2 also requires the site to deliver affordable workspace as part of the delivery of non-residential uses.

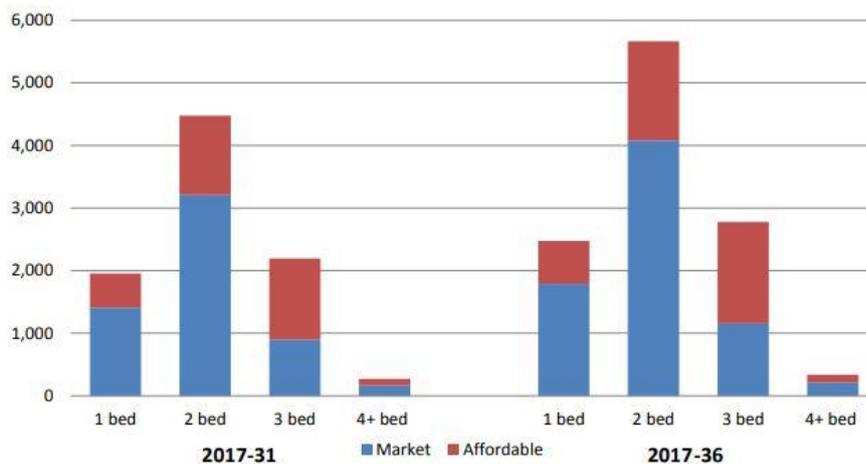
We are not opposed to the delivery of any of the above, but the requirement for affordable housing should be amended to be a minimum of 35% affordable housing, rather than 50%. This is more reflective of what is likely to be viable on former industrial brownfield sites, and will ensure that inappropriately high requirements to deliver affordable homes do not prevent the delivery of the allocation.

F. Family Housing Provision

We note that LLDC has retained the requirement for a significant element of family housing across the Pudding Mill site allocation. This originates from Strategy Site S09 in the London Borough of Newham Core Strategy. The evidence which Newham used to justify the provision for a “significant element” of family housing within the Pudding Mill area originates from a Strategic Housing Market Assessment undertaken in 2010. This evidence is over 8 year old and does not reflect the present day market demands or different tenure requirements (e.g. Build to Rent). This is especially the case given the introduction of the ‘bedroom tax’ in the Welfare Reform Act 2012 for surplus bedrooms in social / affordable rented homes in April 2013. This approach no longer aligns with the NPPF, specifically paragraph 61 and 35, and should be deleted.

The LLDC’s Strategic Housing Market Assessment Review (September 2016), which forms part of the current evidence base, identifies a requirement for a high proportion of 1, 2 and 3-bed dwellings, but importantly identifies low, and even negative demand for 4 and 5 bed-dwellings respectively. This trend is mirrored in the latest London Legacy Development Corporation Housing Requirements Study (March 2018).

Table 3: Estimated Housing Mix of OAN for Market and Affordable Housing in LLDC



Source: LLDC Housing Requirements Study (March 2018)

The evidence from both these assessments appears to have been overseen in the revisions to the site allocation under Policy SA4.3. Given the high accessibility (which is expected to improve with Crossrail) of the Pudding Mill area, and the other requirements identified in the revised site allocation (i.e. 25% non-residential floorspace, a new Local Centre and new open space), we would consider it appropriate to provide a range of dwelling types across the area. This allocation should be informed by development viability and up-to-date need.

Furthermore, draft Local Plan Policy H.1, specifically identifies that “residential proposals should meet identified local and strategic requirements, containing a mix of one, two and three bedroom units, with units of two bedroom and more constituting more than half the total”. As set out above, Bellway’s are currently building out Phase 1 of their development at Cooks Road, the first to develop on Pudding Mill. As such, with sales commenced, Bellway has the most up to date information regarding market demand in this locality which they can use to best inform the unit mixes of Phases 2 and 3. The proposed policy wording should therefore not restrict response to market signals.

On the basis of the above. We consider that the reference to the provision of a “significant element of family housing” should be replaced with the requirement for “a broad range of unit types, including one and two bedroom units and family accommodation, to be led by development viability and up to date local housing data”.

G. Building Heights

The removal of the 21 metre height limit in Pudding Mill in the emerging revisions to Site Allocation SA4.3 is supported. We consider that the building height limitations that are currently enforced under the adopted version of the site allocation arbitrarily reduce the development potential of Pudding Mill, and are not consistent with the granting of LLDC's own planning permission for the Legacy Communities Scheme (LCS) PDZ8 parcel as approved in September 2012¹. Furthermore any height restriction would be in conflict with Section 11 of the new NPPF. The proposed amendments to this policy are justified under paragraph 35 of the National Planning Policy Framework.

Policy 7.4 of the London Plan states that developments should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. At the closest point to Cooks Road/Barbers Road, the Legacy Communities Scheme has approved building frontage heights of up to 30 metres. It is therefore in the interests of proper planning that the context of this scheme has been considered, and the existing arbitrary 'ceiling' that ignores this precedent has been removed.

Proposals for tall buildings are now the subject of draft Policy BN.5 'Proposals for tall buildings'. This states that tall buildings should be located within the Centre boundaries outlined within the draft Local Plan. Pudding Mill Local Centre is identified within this draft policy.

The policy states that proposals for tall buildings are also only considered acceptable where they exhibit exceptionally good design. To achieve this, they must demonstrate:

1. An appropriate proportion, form, massing, height and scale in context with the character of its surroundings;
2. Use of material appropriate to the height of the building;
3. Acceptable access and servicing arrangements;
4. A positive contribution to the public realm at ground level;
5. A positive contribution to the surrounding townscape; and
6. Creation of new or an enhancement to existing views, vistas and sightlines where there is an opportunity to do so.

Proposals located within the Pudding Mill site allocation are, in principle, able to meet the criteria above. The consent of development for the Legacy Communities Scheme means that additional tall buildings within the allocation are likely to be in keeping with their surroundings and can be a contributing factor towards making a positive contribution to public realm and the surrounding townscape due to the lack of existing built development. In addition, the new development by Galliard to the south of Cooks Road/Bow Back Bridge is a tall building, which confirms suitability of taller buildings in this area.

On the basis of the above, tall buildings that extend beyond the arbitrary 21 metre cap should be acceptable within the Pudding Mill site allocation.

H. Interim Uses During Phased Development

The site allocation has been revised to encourage the introduction of appropriate interim uses where development is phased. This is encouraged in accordance with draft Local Plan Policy B.3 'Creating vitality through interim uses', which states that proposals must be able to demonstrate that:

4. The interim uses will not impact upon the deliverability of the site allocations within this Local Plan or extant permanent planning permissions; and
5. The uses will have no unacceptable adverse impacts on the amenity or function of the existing permanent business or residential community.

¹ LPA Ref: 11/90621/OUTODA



Draft London Plan Policy H4 which supports the 'meanwhile use' of sites for housing while they are awaiting longer-term development. The draft allocation should be updated to reflect the acceptability of housing.

We are supportive of this policy in principle and take the view that every opportunity should be taken to enliven underused areas of the wider allocation over the transition period to create activity and animation where appropriate. Careful consideration, however, would need to be afforded to development viability assessments, to ensure the preparation of these are not prejudiced in the future in terms of existing use values / alternative use values. In addition, the appropriateness of interim uses needs to ensure that they do not come into conflict with the function of allocated uses on the site in terms of general amenity, odour, air quality and noise, in accordance with draft London Plan Policy D12 Agent of Change.

1. Other Comments

A number of policies within the published draft Local Plan are based upon draft London Plan policies, a number of which, which we understand are being strongly contested. Formal hearings as part of the Examination in Public (EiP) for the draft London Plan have not yet commenced, and the appointed Panel Members are yet to publically comment on the draft policies. In light of this we consider that it is therefore premature to undertake a consultation on the draft Local Plan which is based on policies that themselves may be subject to significant change following EiP.

Future participation

We look forward to confirmation of receipt of these representations and request the right to be heard by the appointed examiner at the Examination in Public if we choose to participate further. Please feel free to contact Kieran Wheeler or myself of these offices if you have any queries or would like to discuss.

Yours sincerely

A solid black rectangular box redacting the signature of the sender.

Associate

Enc. As above

Cc.  Bellway Homes (Thames Gateway)

Consultation Response Schedule

Ref.	Policy / Paragraph	Comments	Proposed Way Forward
	General Comments	<p>The NPPF requires all Local Plans to be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.</p> <p>Local Planning Authorities should positively seek opportunities to meet the development needs of their area and Local Plans should meet objectively assessed needs with sufficient flexibility to adapt to rapid change. They should be consistent with the principles and policies of the NPPF and should be aspirational but realistic.</p> <p>Paragraph 31 requires all policies to be underpinned by relevant and up-to-date evidence that is both adequate and proportionate, and focused tightly on supporting and justifying the policies concerned, taking into account relevant market signals.</p> <p>The following Regulation 19 representations have been prepared with regard to the criteria set out at paragraph 35 of the NPPF and we set out below our comments on the soundness of the Publication draft Revised Local Plan taking into account its compliance with national and regional planning policy.</p>	As per all listed amendments in this document.
Section 1: Introduction			
		No comments.	
Section 2: Our Area			
		No comments.	
Section 3: Our Vision – What We Want to Achieve			
p.15	Purpose	It is still not clear if the listing of the objectives for the LLDC area is ranked in order of priority or importance; nevertheless, we would not expect the ordering of the objectives to preclude the focus on the delivery of new housing, and to exceeding the minimum housing targets across the area, as intended by the NPPF.	
p. 18	Policy SD1: Sustainable Development	We support the principle of delivering sustainable development in accordance with the NPPF to bring about the LLDC's vision for the area.	
Section 4: Developing Business Growth, Jobs and Lifelong Learning			
p.27	Strategic Policy SP1: Building a Strong and Diverse Economy	We support the principle of building a strong and diverse economy to transform this part of East London. However, it is important that the objectives of the Local Plan remain deliverable, in line with the requirements of the NPPF. The promotion of employment opportunities should not be overly onerous and prohibit the delivery of new buildings in sustainable brownfield locations.	

<p>p.29</p>	<p>Policy B1. Location and Maintenance of Employment Uses</p>	<p>Local Plans should respond flexibly to the needs of the market and be able to adapt to changing circumstances. To ensure deliverability and flexibility, policies set out within the Local Plan should seek to stimulate the development of employment floorspace whilst retaining sufficient flexibility to respond to market and economic conditions.</p> <p>We note that Table 3 (p.35) identifies ‘Cooks Road’ as an ‘Employment Cluster’ and ‘Other Industrial Location’ (OIL); this is the area to the south / south west of Cooks Road, which we would support as a buffer zone for the rest of the Pudding Mill area. We would like to ensure that the location of industrial uses here does not prejudice the delivery of residential where more appropriate (i.e. to the north / north east of Cooks Road). We welcome that Table 3 continues to state that the cluster function should be to deliver the employment floorspace along side other uses, including residential to aid the transition across the wider Pudding Mill area. We also support the intensification of industrial uses at this location which accords with Policy 2.13 of the London Plan ‘Opportunity Areas and Intensification Areas’.</p> <p>The proposed mix of uses (including residential) within the Cooks Road OIL site is welcomed. However, the requirement for OILs to “protect the industrial floorspace capacity...for uses identified within table 3” is considered to be restrictive and will not enable these areas to respond flexibly to market demand and changing business requirements.</p> <p>Part 5 of draft Policy B1 safeguards both non-designated industrial sites and OILs for employment uses appropriate to their designations and states that proposals for non-compliant uses (uses not identified within Table 3 or relevant site allocations) within the defined OILs will not be permitted, unless criteria are met. Part 5a, however does permit the re-provision of B2/B8 floorspace through the intensification of the existing capacity through increased job densities within our B-use classes which is welcomed. Ultimately the long term protection of clusters is likely to be restrictive and could ultimately preclude the promotion of sustainable development in appropriate locations. Policy should recognise that each site should be treated on its own merits with regard to what is deliverable, given the development constraints of individual sites.</p> <p>Figure 4 (p.28) identifies a number of employment clusters as part of the LLDC’s as part of the proposed economic strategy. This diagram remains schematic and is still not clear where the boundaries of the proposed clusters begin and end.</p> <p>Whilst we support the principle of employment provision within the context of mixed use development, the long term allocation of sites for uses where there is no reasonable prospect of a site being used for this purpose is contrary to paragraph 120 of the NPPF. This states that “applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area”.</p> <p>It is questionable whether the proposed allocation of employment hubs meets the test of soundness, as set out in paragraph 35 of the NPPF, as it is not clear that the allocation of the Cooks Road OIL is based on objectively assessed need.</p> <p>Furthermore, the proposed long term allocation of these sites has the potential to curtail their development potential which does not meet the NPPF’s overarching objective for the promotion of sustainable development.</p>	<p>Policy should be worded to allow for the managed release of strategic employment sites for other uses where there is an unmet need, in line with the guidance set out in the NPPF.</p> <p>The Policy should be amended to enable the OIL to respond flexibly to changing market needs. The requirement to maintain the existing balance of uses as identified in Table 3 or relevant site allocations should be removed. The full range of B Class uses and sui generis employment generating uses should be encouraged.</p> <p>Figure 4 should be amended so that the proposed boundaries are clearer. We would welcome the opportunity to review this revised map.</p>
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p.38	Policy B.2 Thriving Town, Neighbourhood and Local Centres	The policy should recognise opportunities for mixed use development outside of designated centres where planning harm can be mitigated in the context of infrastructure capacity, and environmental and town centre impacts.	Policy should be amended to reflect the acceptability of town centre uses outside of the main town centres where there would be no harm.
p.44	Policy B.3 Creating Vitality Through Interim Uses	We are supportive of this policy in principle and take the view that every opportunity should be taken to enliven underused areas. Careful consideration, however, would need to be afforded to development viability assessments to ensure that the preparation of these are not prejudiced in the future in terms of existing use values / alternative use values. In addition, the appropriateness of interim uses needs to ensure that they do not come into conflict with the function of allocated uses on the site in terms of general amenity, odour, air quality and noise, in accordance with draft London Plan Policy D12 Agent of Change.	
p.45	Policy B.4 Providing Low-Cost and Managed Workspace	The policy needs to recognise that the inclusion of low cost and managed workspace within schemes should be subject to overall scheme viability, and that it will need to be balanced against the delivery of affordable housing and family accommodation provision.	Policy should be amended to reflect the delivery of affordable housing and family units within mixed use developments.
p.48	Policy B.5 Increasing Local Access to Jobs, Skills and Employment Training	The delivery of employment opportunities throughout the construction phase of a development should include reference to viability to ensure that developments are not stifled.	Policy should be updated to include reference to viability.
p.49	Policy B.6 Higher Education, Research and Development	We welcome the identification of Pudding Mill as an area suitable for higher education, research and development.	The policy should define what is classed as higher education.
Section 5: Providing Housing and Neighbourhoods			
p. 53	Strategic Policy SP2: Maximising Housing and Infrastructure Provision within New Neighbourhoods	<p>We support the maximisation of opportunities for delivering housing as part of neighbourhoods. We also welcome reference to exceeding housing targets which is set out at Draft Policy H1 of the London Plan. The NPPF at paragraph 59 states the Government’s objective of “significantly boosting the supply of homes” and policy should encourage more housing in appropriate locations where it can be delivered.</p> <p>The NPPF requires local authorities to identify and update a supply of deliverable sites to provide five years worth of housing with an additional 5% buffer. Where the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years, a 20% buffer should be applied in line NPPF paragraph 73c. Paragraph 5.3 states that “the [housing] trajectory includes a five per cent buffer of deliverable sites which is expected to be met for the first five years, but it may not be possible on a rolling five-year basis past 2028/29.</p> <p>We would question a five per cent buffer, especially given that the Plan cannot meet housing beyond 2028/29. We consider that an assessment of past performance of the boroughs comprising the new administrative area can inform the LLDC’s evidence base for its housing targets.</p>	The Policy should be amended to reflect the fact that family housing is not required across all tenures.

		<p>All boroughs which make up the LLDC administrative area (Hackney, Newham, Tower Hamlets and Waltham Forest) have a poor record in meeting their housing targets. We note, for example, that LLDC only managed to deliver 51% of their annual housing target in 2017. This indicates that the LLDC should increase its housing target requirements in order to mitigate against these previous shortfalls.</p> <p>We therefore consider that the proposed housing target should be increased to encourage housing delivery in line with NPPF requirements.</p>	
p. 56	Policy H1: Providing a Mix of Housing Types	<p>Whilst we appreciate the need for family housing, the provision of family units across all tenures is not considered to be appropriate and will not necessarily meet objectively assessed need. We support the recognition of Build to Rent as an important means of securing flexible tenancies and a managed approach to development.</p> <p>We also support the use of tools, such as PTAL mapping, to identify locations for yielding additional housing capacity.</p>	In order to be effective, the policy should be reworded to reflect the need for smaller dwelling sizes as identified in the LLDC's Housing Requirements Study (March 2018).
p. 60	Policy H2: Delivering Affordable Housing	<p>Whilst we appreciate the requirement to provide a range of housing tenures across development sites, the proposed tenure split does not take account of site specific circumstances and the ability of individual sites to deliver affordable housing. The target tenure split should be subject to viability to ensure that it is deliverable.</p> <p>We strongly object to the inclusion of viability re-appraisals in the introductory paragraph of proposed Policy H2. In the spirit of the HCA guidance (Investment and Planning Obligations Good Practice Note), review mechanisms / deferred obligations should only be appropriate on large multi-phased schemes where the development is to be built out over an extended period. Where developments are to be commenced within agreed timescales, reviews should not be necessary, and the policy should be amended to reflect this.</p>	<p>The Policy should take account of individual development sites. The proposed tenure split should be subject to viability and site specific circumstances.</p> <p>The policy should remove reference to viability re-appraisals.</p>
p.62	Policy H3: Meeting Accommodation Needs for Older Person Households.	No comments at this stage.	
p.65	Policy H4: Providing Student Accommodation	No comments at this stage.	
p.67	Policy H5: Location of gypsy and traveller accommodation	No comments at this stage.	
p.69	Policy H6: Houses in Multiple Occupation (HMOs)	No comments at this stage.	
p.70	Policy H7: Shared Living Accommodation	No comments at this stage	
p.73	Policy H8: Innovative Housing Models	No comments at this stage	

p.75	Policy CL.1 Providing New and Retaining Existing Community Infrastructure	We acknowledge the requirement for additional community infrastructure as part of the intensification and redevelopment of the LLDC area. We consider it important for the policy to be worded in such a way that it incorporates sufficient flexibility to reflect the viability and delivery of individual schemes to ensure that the requirements do not seek to increase the financial burden on schemes beyond which they can viably afford. This could otherwise frustrate delivery of much needed regeneration and could delay the delivery of other planning benefits associated with new development.	The policy should incorporate greater flexibility to ensure that the deliverability of sites is not compromised.
p.79	Policy CL.2: Planning for and Bringing Forward New Schools	No comments at this stage.	
Section 6: Creating a High Quality Built and Natural Environment			
p. 86	Strategic Policy SP3: Integrating the Built and Natural Environment	No comments at this stage.	
p. 88	Policy BN.1: Responding to Place	The policy should be positively prepared so as to achieve sustainable development. The policy should not, however, seek to overly restrict and control development proposals.	
p. 90	Policy BN.2: Creating Distinctive Waterway Environments	No comments at this stage.	
p. 92	Policy BN.3 Maximising Biodiversity	No comments at this stage.	
p. 94	Policy BN.4: Designing Residential Schemes	No comments at this stage.	
p. 97	Policy BHN.5: Proposals for Tall Buildings	Please see section G in accompanying written representation	
p. 100	Policy BN.6: Requiring inclusive design	No comments at this stage.	
p. 101	Policy BN.7: Protecting Metropolitan Open Land	No comments at this stage.	
p. 102	Policy BN.8: Improving Local Open Space	No comments at this stage.	
p. 108	Policy BN.9: Maximising Opportunities For Play	No comments at this stage.	
p.109	Policy BN.10: Protecting Key Views	No comments at this stage	
p.111	Policy BN.11: Air Quality	No comments at this stage.	
p.112	Policy BN.12: Noise	No comments at this stage.	
p.113	Policy BN.13: Protecting Archaeological Interest	No comments at this stage.	
p.114	Policy BN.14: Improving the Quality of Land	No comments at this stage.	

p.116	Policy BN.15: Designing Residential Extensions	No comments at this stage.	
p. 117	Policy BN16: Designing Advertisements	No comments at this stage.	
p. 118	Policy BN17: Conserving or Enhancing Heritage Assets	We support the conservation and enhancement of the historic environment but excessively detailed or inflexible policies concerning the protection of individual buildings or groups of buildings should be avoided.	<p>Policy should be amended to recognise that contemporary architecture can contribute to the protection and enhancement of the historic environment and development proposals should be assessed individually in terms of their townscape impacts.</p> <p>New policy should recognise that it is entirely possible for the best examples of old and new architecture to sit alongside one another where a skilful design approach is taken.</p> <p>Flexibility should be built into this policy to ensure that design proposals are able to respond to their unique settings</p>
Chapter 7: Securing the Infrastructure to Support Growth			
p. 102	Strategic Policy SP4: Planning for and Securing Infrastructure to Support Growth and Convergence	We consider it important for the policy to be worded in such a way that it incorporates sufficient flexibility to reflect the viability and delivery of individual schemes to ensure that the requirements do not seek to increase the financial burden on schemes beyond which they can viably afford. This could otherwise frustrate delivery of much needed regeneration and could delay the delivery of other planning benefits associated with new development.	The policy should incorporate greater flexibility to ensure that the deliverability of sites is not compromised.
p. 103	Policy IN.1: Telecommunications Infrastructure and Impact of Development on Broadcast and Telecommunications Services	No comments at this stage.	

p. 128	Policy T.1: Strategic Transport Improvements	No comments at this stage.	
p. 129	Policy T.2: Transport Improvements	No comments at this stage.	
p. 130	Policy T.3: Supporting Transport Schemes	No comments at this stage.	
p.131	Policy T.4: Managing Development and its Transport Impact to Promote Sustainable Transport Choices and Prioritise Pedestrian and Cyclists	No comments at this stage.	
p.132	Policy T.5: Street Network	No comments at this stage.	
p.136	Policy T.6 Facilitating Local Connectivity	No comments at this stage.	
p.137	Policy T.7 Transport Assessments and Travel Plans	No comments at this stage.	
p.139	Policy T.8: Parking and Parking Standards in New Development	No comments at this stage.	
p.140	Policy T.9: Providing for Pedestrian and Cyclists	No comments at this stage.	
p.141	Policy T.10: Using the Waterways or Transport	No comments at this stage.	
Section 8: Creating a Sustainable Place to Live			
p. 145	Strategic Policy SP5: A Sustainable and Healthy Place to Live and Work	No comments at this stage	
p. 147	Policy S.1: Health and Wellbeing	No comments at this stage.	
p. 148	Policy S.2: Energy in New Development	We appreciate the importance of minimising carbon dioxide emissions in line with the Policy and the London Plan. However, we would note the importance of ensuring that the viability and subsequent deliverability of development is not compromised by unduly onerous energy requirements or carbon offsetting payments.	

p. 149	Policy S.3 Energy Infrastructure and Heat Networks	We note the importance of the provision of new energy infrastructure, however, these requirements should not impede the deliverability of development and render proposals unviable.	We recommend the inclusion of the following paragraph: <i>“Proposals for new development, including new bridges, will be required to demonstrate that provision is included to accommodate utilities networks, including heat and, where appropriate, cooling network pipes”</i> , but consider that it should be amended to conclude <i>“where feasible and viable.”</i>
p. 151	Policy S.4: Sustainable Design and Construction	No comments at this stage.	
p. 152	Policy S.5: Water Supply and Waste Water Disposal	No comments at this stage.	
p. 154	Policy S.6: Increasing digital connectivity, safeguarding existing communications provision and enabling future infrastructure	No comments at this stage.	
p. 155	Policy S.7: Planning for Waste	No comments at this stage.	
p. 157	Policy S.8: Waste Reduction	No comments at this stage.	
p. 159	Policy S.9: Overheating and urban Greening	No comments at this stage	
p. 161	Policy S.10: Flood risk	No comments at this stage	
p. 161	Policy S.11: Sustainable drainage measures and flood protections	No comments at this stage	
p. 163	Policy S.12: Resilience, safety and security	No comments at this stage	
Section 9: The Local Plan Sub-Areas – Introduction			
		No comments at this stage.	
Section 10: Sub-Area 1: Hackney Wick and Fish Island			
		No comments at this stage.	
Section 11: Sub-Area 2: North Stratford and Eton Manor			

		No comments at this stage.	
Section 12: Sub-Area 3: Central Stratford and the Southern Queen Elizabeth Olympic Park			
		No comments at this stage.	
Section 13: Sub Area 4: Bromley-by-Bow, Pudding Mill Lane, Sugar House Lane, and Mill Meads			
p. 234	Vision	<p>We are pleased to note that the LLDC considers Sub-Area 4 to be a place of extensive development opportunity, and that Pudding Mill is recognised as comprising an opportunity for mixed use development, to bring the delivery of “new business and residential communities”.</p> <p>We support development in the area and would like to see development which has the ability to come forward earlier than anticipated encouraged as a catalyst for future development and investment. Development which is ready to come forward should not be prejudiced by prescriptive timescales set by planning policy but should be market-driven with appropriate phasing and delivery.</p> <p>The vision states that Pudding Mill Lane will “meet a wide range of housing needs, while the new homes, business and other premises will have been sensitively and excellently designed, taking account of the historic waterside settings and the heritage assets within and around the Conservation Areas”.</p> <p>We consider that development sites should be treated on their merits with regards to individual constraints and what is feasible, viable and deliverable. We would encourage a balanced approach to considering development proposals, with regard to be had to the individual benefits to be delivered by schemes.</p>	
p.237	Policy 4. 1: A Potential District Centre	No comments at this stage.	
p.238	Policy 4.2: Bringing Forward New Connections to Serve New Development	We welcome the delivery of new connections within the sub area to serve new development, however, these requirements should not impede the deliverability of development and render proposals unviable.	In accordance with our comments on Policy S.3, we suggest that the provision of new bridges are designed to accommodate utilities networks, including heat and, where appropriate, cooling network pipes, where feasible and viable.
p.240	Policy 4.3 Station Improvements	No comment at this stage.	
p.241	Site Allocation SA4.1: Bromley-by-Bow	No comments at this stage.	
p.243	Site Allocation: SA4.2: Sugar House Lane	No comments at this stage.	
p.245	Site Allocation SA4.3: Pudding Mill Lane	See enclosed representation for representations and suggested amendments to the policy.	

17 December 2018

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London Legacy Development Corporation
planningpolicy@londonlegacy.co.uk
By Email Only

Dear Sir, Madam,

REVIEW OF THE LEGACY CORPORATION LOCAL PLAN REGULATION 19 CONSULTATION ON THE PUBLICATION DRAFT REVISED LOCAL PLAN

On behalf of our client, University College London (UCL), we write in response to the consultation on the scope of the review of the London Legacy Development Corporation (LLDC) Regulation 19 Local Plan (2015). UCL welcomes the opportunity to provide comments on the scope on the draft plan.

Background to UCL

UCL is London's leading multidisciplinary university, with over 11,000 staff and nearly 40,000 students. UCL provides excellence and leadership in teaching and research, was ranked tenth in the QS World University Rankings 2019, and is among the top 20 universities ranked by The Times (10) and The Guardian (10).

UCL competes on a global stage with other top-rank universities overseas (such as Harvard, Yale and Stanford) and in the UK (such as Oxford, Cambridge and Imperial College). In order to attract the best graduate researchers and academic staff and the brightest undergraduates it is essential to be able to offer world class facilities and a high quality environment.

As part of a world-class cultural and education destination within the Queen Elizabeth Olympic Park, UCL will establish a new university campus, UCL East. UCL East is envisaged as a new model for how a university campus can be embedded in the local community, providing world-leading research, education, entrepreneurship and innovation. UCL is working in partnership with the LLDC to establish UCL East, the largest single expansion of UCL's estate since its foundation in 1826. The campus's first phase is expected to have up to 4,000 students and 260 academic staff, alongside other users and visitors.

The provision of world class teaching and research space and student accommodation are regarded as essential components of UCL's ability to attract high quality students and staff, both from the UK and abroad. Student choices are increasingly driven by the wider 'student experience' of which the provision of high quality learning and living accommodation is considered a key aspect.

With the above in mind, UCL has a strong interest in any planning policy developments, which occur in the LLDC area. On behalf of UCL, we therefore submit the following comments in relation to areas of the existing plan, which should be changed in this review.

Local Plan Review

Given the significance of the Local Plan with regard to the review and future LLDC policy developments, UCL request the opportunity to provide consultation feedback on the document. The rest of this letter comments on the proposed changes.

Section 4 – Developing Business Growth, Jobs, Higher Education and Training

UCL supports Change C20 to highlight the promotion of high quality higher education opportunities.

Section 12 – Sub-Area 3

Site Allocation 3.3 – Stratford Waterfront South

UCL supports the change to create Site Allocation 3.3 which would better reflect the approved UCL East outline planning permission.

Summary

As evident above, the existing policies and supporting paragraphs are considered appropriate and supports UCL East's global status as a leading higher educational facility with a renewed cultural focus. Thank you again for the opportunity to provide comments on the review of the LLDC Local Plan. We request to be kept updated throughout the process.

Should you wish to discuss any of the matters above, please do not hesitate to contact my colleague [REDACTED]

Yours faithfully,

[REDACTED]

[REDACTED]
Deloitte LLP

cc. [REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 18 December 2018 12:51
To: Planning Policy
Subject: CARPENTERS ESTATE E15

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Reps, Red Category

Dear LLDC,

As owners /stakeholders of the Greater Carpenters Neighbourhood Area, we would like to make the representations below in response to the draft changes to the LLDC Local Plan. My response concerns change reference number C301. Site Allocation SA3.4: Greater Carpenters District. Type of Change: Major.

'The Site Allocation is expected to yield a minimum of 2,300 new homes (gross) with an affordable housing threshold of 35% or 50% on public sector land, in accordance with Policy H.2'

We do not agree with this new site allocation of 'a minimum of 2,300 new homes (gross)' for the Greater Carpenters District, as this would mean demolition of existing homes. It seems impossible to build so many new homes in our area without drastically affecting our community for the worse, unnecessarily forcing households to move, destroying many social homes with inadequate replacement and jeopardising the situation of leaseholders and freeholders. We have been fighting as a community for several decades to prevent such destructive change and will continue to do so.

regards

Kind regards
[REDACTED]

From: [Redacted]
Sent: 17 December 2018 19:43
To: Planning Policy
Subject: Carpenters Estate Local Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category, Reps



Dear LLDC,

As stakeholders of the Greater Carpenters Neighbourhood Area, I would like to make the representations below in response to the draft changes to the LLDC Local Plan. My response concerns change reference number C301. Site Allocation SA 3.4: Greater Carpenters District. Type of Change: Major.

'The Site Allocation is expected to yield a minimum of 2,300 new homes (gross) with an affordable housing threshold of 35% or 50% on public sector land, in accordance with policy H.2'

We do not agree with this new site allocation of 'a minimum of 2,300 new homes (gross) for the Greater Carpenters District, as this would mean demolition of existing homes. It seems impossible to build so many new homes in our area without drastically affecting our community for the worse, unnecessarily forcing households to move, destroying many social homes with inadequate replacement and jeopardising the situation of leaseholders and freeholders. We have been fighting as a community for many years to prevent such destructive change, and we will continue to do so.

Regards,



From: [REDACTED]
Sent: 17 December 2018 19:14
To: Planning Policy
Cc: greatercarpentersforum@gmail.com <greatercarpentersforum@gmail.com>
Subject: Greater Carpenters Neighbourhood Area new homes

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Red Category, Reps

Dear LLDC,

As a resident/stakeholder of the Greater Carpenters Neighbourhood Area, I would like to make the representations below in response to the draft changes to the LLDC Local Plan. My response concerns change reference number C301. Site Allocation SA3.4: Greater Carpenters District. Type of Change: Major.

'The Site Allocation is expected to yield a minimum of 2,300 new homes (gross) with an affordable housing threshold of 35% or 50% on public sector land, in accordance with Policy H.2'

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Regards

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 17 December 2018 19:06
To: Planning Policy
Subject: Greater Carpenters

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Red Category, Reps

Dear LLDC,

As a resident/stakeholder of the Greater Carpenters Neighbourhood Area, I would like to make the representations below in response to the draft changes to the LLDC Local Plan. My response concerns change reference number C301. Site Allocation SA3.4: Greater Carpenters District. Type of Change: Major.

'The Site Allocation is expected to yield a minimum of 2,300 new homes (gross) with an affordable housing threshold of 35% or 50% on public sector land, in accordance with Policy H.2'

I do not agree with this new site allocation of 'a minimum of 2,300 new homes (gross)' for the Greater Carpenters District, as this would mean demolition of existing homes. It seems impossible to build so many new homes in our area without drastically affecting our community for the worse, unnecessarily forcing households to move, destroying many social homes with inadequate replacement and jeopardising the situation of leaseholders and freeholders. We have been fighting as a community for many years to prevent such destructive change and will continue to do so.

regards

[REDACTED]

From: [REDACTED]
Sent: 17 December 2018 17:01
To: Planning Policy
Cc: [REDACTED]
Subject: Response to LLDC consultation on changes to Local Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category, Reps

Dear LLDC,

Distinct from my response to the consultation on behalf of the Greater Carpenters Neighbourhood Forum, I would like to make a brief response in a personal capacity, as a resident of the Greater Carpenters District.

I am concerned about the new requirement for 2,300 gross homes in the District. I believe this is likely to be far too many for the area to absorb without drastic change which would impact on local residents. It seems unlikely that this large number can be achieved without substantial demolition of existing homes, which residents are anxious to preserve. I understand the pressures for many new build homes in this area, but believe that factors such as preserving the local community, safeguarding the rights of existing leaseholders, and preserving existing social housing requires that the number of new builds is limited to what is compatible with keeping the existing homes.

I hope that it will be possible to facilitate the requirement for new homes while preserving the existing homes and community from destruction.

regards

[REDACTED]

From: [REDACTED]
Sent: 17 December 2018 14:58
To: Planning Policy
Subject: FW: Local Plan Review

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category, Reps

Dear LLDC,

As a resident/stakeholder of the Greater Carpenters Neighbourhood Area, I would like to make the representations below in response to the draft changes to the LLDC Local Plan. My response concerns change reference number C301. Site Allocation SA3.4: Greater Carpenters District. Type of Change: Major.

'The Site Allocation is expected to yield a minimum of 2,300 new homes (gross) with an affordable housing threshold of 35% or 50% on public sector land, in accordance with Policy H.2'

I do not agree with this new site allocation of 'a minimum of 2,300 new homes (gross)' for the Greater Carpenters District, as this would mean demolition of existing homes. It seems impossible to build so many new homes in our area without drastically affecting our community for the worse, unnecessarily forcing households to move, destroying many social homes with inadequate replacement and jeopardising the situation of leaseholders and freeholders. We have been fighting as a community for many years to prevent such destructive change and will continue to do so.

regards

[REDACTED]

From: [REDACTED]
Sent: 18 December 2018 09:26
To: Planning Policy
Subject: Consultation on the changes to the London Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category, Reps

Dear LLDC,

As a resident/stakeholder of the Greater Carpenters Neighbourhood Area, I would like to make the representations below in response to the draft changes to the LLDC Local Plan. My response concerns change reference number C301. Site Allocation SA3.4: Greater Carpenters District. Type of Change: Major.

'The Site Allocation is expected to yield a minimum of 2,300 new homes (gross) with an affordable housing threshold of 35% or 50% on public sector land, in accordance with Policy H.2'

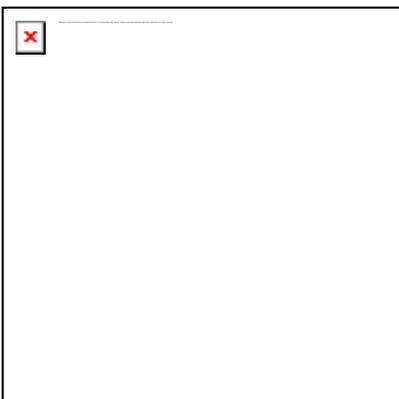
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--

Kind Regards

[REDACTED]

Greater Carpenters Neighbourhood Forum



Twitter: @GCN Forum

Facebook: Greater Carpenters Forum

Website: greater-carpenters.co.uk

London Borough of Hackney comments on the LLDC Local Plan Revised Draft

December 2018

Section/ Policy	Officer Comments
Introduction	It is recommended that further wording in relation to role and lifespan of the LLDC (and the eventual return of powers back to boroughs) is included in the introduction.
Vision and objectives	Reference throughout to 'creative enterprise zone in Hackney Wick and Fish Island' is supported.
Section 4 Developing business growth, jobs and lifelong learning	The promotion of creative, productive and cultural industries through the recently established Creative Enterprise Zone at Hackney Wick and Fish Island is supported by LBH.
Section 4 Developing business growth, jobs and lifelong learning	Directing large scale office offices towards Stratford Metropolitan Centre is supported. However, Hackney would also like to see some re-assurances that the LLDC's removal of the requirement for the impact test for offices in excess of 2,500sqm outside of Stratford Metropolitan Centre would not have a negative impact on nearby centres.
Policy B.1 Location and maintenance of employment uses	LBH supports the enhanced protection of industrial uses in the LLDC area. This is in line with Hackney's approach and the London Plan requirement for both boroughs to 'retain capacity' of industrial land.

	<p>It is noted that intensification, consolidation and co-location of industrial and other uses is permitted in the employment clusters identified in Table 2. LBH is proposing similar approach in designated Priority Industrial Areas as part of LP33.</p>
<p>Section 4 Developing business growth, jobs and lifelong learning</p> <p>Policy B.2 Thriving town, neighbourhood and local centres</p>	<p>The more positive promotion of residential uses within LLDC's town centres is supported and is in line with LBH's approach. LBH is actively promoting more mixed-use development, including residential (although this should not be at ground floor level) within town centres.</p> <p>Para 4.22 - The promotion of the Agent of Change principle is supported.</p> <p>Para 4.23 - restricting A5 uses to at least 400m walking distance away from schools is supported and is in line with LBH's approach. LLDC should ensure that this 400m restriction also takes into account schools across borough boundaries.</p>
<p>Section 4 Developing business growth, jobs and lifelong learning</p> <p>Policy B.4 Providing low cost, affordable and managed workspace</p>	<p>LBH supports this policy in principle which encourages the provision of low cost workspace, however the policy could go further to 'require' rather than 'encourage' affordable or low cost workspace within new major commercial or mixed use schemes and state proportions that are sought and in what circumstances. The policy could reflect the approach taken in the Hackney Wick Masterplan. Hackney currently requires a proportion of affordable workspace to be provided within new commercial development at a discounted rate.</p> <p>In addition to the Employment Land Study, Hackney has commissioned a study looking at the economic and social value of the borough's town centres and Designated Employment Areas. This will include an assessment of Hackney's economy, focusing on its places, its sectors and its workspaces, mapping of business sectors to understand their characteristics, needs and opportunities, as well as an evaluation of the social and economic value these sectors provide for the borough. This work will provide evidence to support Hackney's affordable workspace policies and may also provide useful information for the LLDC policies and any supplementary guidance.</p>

	<p>Our joint work on the Hackney Wick and Fish Island CEZ bid may also provide useful evidence for both authorities in terms of the workspace requirements of cultural and creative businesses.</p> <p>It is useful that the LLDC policy refers to relevant borough's registered workspace providers.</p>
<p>Section 5 Providing housing and neighbourhoods</p>	<p>Generally supportive of housing policies.</p> <p>It is noted that LLDC will deliver in excess of the new London Plan target of 2,161 units per annum. Of this 162 units will be within the London Borough of Hackney.</p>
<p>Section 5 Providing housing and neighbourhoods</p> <p>Policy H.2 Delivering affordable housing</p>	<p>Hackney's approach to securing affordable housing differs from the LLDC. In Hackney, viability evidence demonstrates that 50% affordable housing (with a tenure split of 60% Social Rent/ London Affordable Rent and 40% Intermediate) is achievable on schemes of 10 units or more. It also suggests cash in-lieu contributions on schemes below 10 units is achievable which is reflected in the LP33 Proposed Submission Local Plan, supported by the new draft London Plan. This is particularly relevant in Hackney where almost half of all housing development comes from these small sites.</p>
<p>Section 5 Providing housing and neighbourhoods</p> <p>Policy H.5 Location of gypsy</p>	<p>Officers strongly support the continued allocation in the Plan of the Bartrip Street South for Gypsy and Traveller Accommodation which will go towards meeting identified need in Hackney. We also support the commitment to working with other boroughs and partners to explore opportunities to meet need. There is an opportunity to explicitly reference a regional approach to this matter.</p>

<p>and traveller accommodation</p> <p>Site allocation SA1.7 - Bartrip Road</p>	
<p>Section 5 Providing housing and neighbourhoods</p> <p>Policy H.7 Shared living accommodation</p>	<p>Hackney is introducing an approach that prioritises C3 over other forms of residential accommodation. This is because Hackney's local housing needs assessment identifies a significant need for genuinely affordable self-contained housing. Self-contained homes also have the greatest potential and flexibility to provide for a range of needs. Purpose-built student housing, visitor accommodation and shared housing compete directly for a limited land supply with conventional self-contained housing. The Council is therefore prioritising the delivery of C3 self-contained housing over those uses and will encourage the delivery of housing on other schemes where appropriate.</p>
<p>Section 6 Creating a high quality built and natural environment</p>	<p>Officers welcome the emphasis on public realm. Hackney's Proposed Submission Local Plan (LP33) has a specific policy on improving public realm. In order for consistency in relation to the treatment of the public realm surrounding canals, officers would like to see the LLDC include a specific policy which prevents overshadowing of canals and waterways in line with LP33.</p>
<p>Section 6 Creating a high quality built and</p>	<p>It is important that open space and biodiversity policies align across borough boundaries. Officers supports LLDC's ambition to achieve a net gain in biodiversity as well as the promotion of the Urban Greening Factor in line with the London Plan; these are both concepts that will be introduced in LP33.</p>

natural environment Policy BN.3 Maximising biodiversity	
Section 7 Securing transport infrastructure to support growth	Officers welcome the inclusion of the potential Eastern branch of Crossrail 2 and is committed to working with the LLDC and other adjoining Boroughs to promote this improvement to the Crossrail 2 route. Officers support Para 7.8.
Section 7 Securing transport infrastructure to support growth	Officers supports the LLDC aspiration to improve public access to Stratford International , the Hackney Proposed Submission LP33 also specifically mentions and promotes step free access across all stations in its area.
Section 8 Creating a sustainable places to live and work	Generally support the policies in this section. The Carbon Offset SPD seems particularly useful.
Evidence Base	Officers would like to thank the LLDC for sharing Flood Risk Assessment work undertaken for the Hackney's Wick area which has supplemented evidence for Hackney's Local Plan 2033.

From: [REDACTED]
Sent: 17 December 2018 14:43
To: Planning Policy
Subject: Local Plan Review

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category, Reps

Dear LLDC,

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Regards

[REDACTED]

From: [REDACTED]
Sent: 17 December 2018 14:38
To: Planning Policy
Subject: Local Plan Review

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category, Reps

Dear LLDC,

As a resident/stakeholder of the Greater Carpenters Neighbourhood Area, I would like to make the representations below in response to the draft changes to the LLDC Local Plan. My response concerns change reference number C301. Site Allocation SA3.4: Greater Carpenters District. Type of Change: Major.

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Regards,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 17 December 2018 14:36
To: Planning Policy
Cc: Greater Carpenters
Subject: Local Plan review

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category, Reps

Dear LLDC,

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Regards

[REDACTED]

From: [REDACTED]
Sent: 17 December 2018 14:31
To: Planning Policy
Subject: Local Plan Review

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Red Category, Reps

Dear LLDC,

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Regards,

[REDACTED]

[REDACTED]

[REDACTED]



Publication Local Plan Consultation
Planning Policy & Decisions Team
London Legacy Development Corporation
Level 10, 1 Stratford Place
Montfichet Road
London
E20 1EJ

Email: planningpolicy@londonlegacy.co.uk

Date: 17 December 2018

Dear Sir / Madam

LONDON LEGACY DEVELOPMENT CORPORATION DRAFT REVISED LOCAL PLAN

Thank you for consulting with the Home Builders Federation (HBF) on the Draft Revised London Legacy Development Corporation Local Plan.

The HBF is the principal representative body of the house-building industry in England and Wales. Our representations reflect the views of our membership which includes multi-national PLC's, regional developers and small, local builders. In any one year, our members account for over 80% of all new "for sale" market housing built in England and Wales as well as a large proportion of newly built affordable housing.

The HBF registers its wish to participate in the examination in public.

Strategic policy SP.2: Maximising housing and infrastructure provision within new neighbourhoods

The local plan is unsound because it:

a) does not conform adequately with the Draft London Plan in terms of its delivery timetable; and

b) it is unable to identify a deliverable housing land supply to sustain housing delivery over the 16-year plan period proposed. As such the plan is ineffective and insufficiently positively prepared.

We note that the authority is conforming to the emerging Draft London Plan (DLP) 10 year housing requirement figure of 2,161dpa (Table 4.1 of the DLP). While this is welcome, the HBF has reservations about the ability of the LLDC and other London boroughs, to deliver this figure in full for the period 2019/20 to 2028/29 - which is what is required by the DLP. The LLDC local plan is unsupported by a robust study that is

able to identify specific deliverable sites to enable the LLDC target to be delivered each year for these ten years (see paragraph 5.3), and to contribute to achieving the DLP target of 65,000 dpa.

It should also be noted that the HBF has objected to the Mayor's calculation for the objectively assessed need for housing in London for the new Draft London Plan. We consider his calculation of the need to be too low. We also contend that his housing land capacity assumptions are flawed. We believe that the Mayor has overestimated the land supply in London for housing. This, however, is a matter for the Draft London Plan examination to explore.

Related to the point about the overall housing need in the LLDC area, we note that it is proposed that the LLDC Local Plan will operate over the period 2020 to 2036 (see paragraph 5.3). By contrast, the DLP will need to provide for 65,000 dpa beginning in 2019/20. This implies that LLDC does not expect to be able to provide 2,161 dpa in 2019/20. This has important implications for the soundness of the DLP if this and other authorities are unable to deliver the DLP targets in 2019/20. This confirms a fear that the HBF has: that the London local planning authorities will be unable to bring forward or update local plans sufficiently quickly to deliver the DLP housing targets in full by the end of 2028/29. This is something that the HBF will be commenting on at the forthcoming DLP examination.

The LLDC Local Plan should be re-based on a shorter plan period of just ten years – operating over the period 2020/21 – 2029/30. This is necessary because the Mayor of London, through the new DLP, has confirmed that he is unable to identify a housing land supply to sustain delivery for the period beyond 2028/29. LLDC should re-base its plan on this shorter period we have suggested and review the plan within the next five years, in line with the review of the London Plan, which is likely to be expected.

Paragraph 5.3 also says that the LLDC expect to deliver 22,000 homes over the plan period 2020 to 2036. It is unclear what the annualised housing target is that LLDC is using. The standard approach is to assume that the annualised figure of 2,161 dpa should apply for each of the sixteen years. This would generate an overall target of 34,576 homes. If the figure of 22,000 is a capacity-driven requirement figure then this should be made clear in the Local Plan. However, this would imply that the DLP figure of 65,000 which is also capacity-constrained, will be capacity-constrained for a second time at the level of the LLDC's local plan. Capacity-constrained twice over.

The DLP has been amended (through the recent Minor Revisions) to require the London local planning authorities to 'roll-forward' the annualised targets in Table 4.1 when local plans have dates that extend beyond the London Plan (see paragraph 4.1.8A). This suggests that the overall housing target for the full plan period for LLDC would be the figure of 34,576 homes as we have quoted above. However, we are also aware that the Mayor is unable to identify a land supply for the period beyond 2028/29.

This could result in a very confused picture for London in terms of what needs to be delivered in terms of the housing target and by when.

To keep things simple, we consider that the LLDC should conform as closely as possible to the DLP and only set a local plan that operates over the next ten years. If the Mayor and the LLDC are both unable to identify specific and deliverable sites for housing to sustain output beyond 2028/29 there is little point in adopting a 16-year plan. Instead, priority should be given to monitoring the effectiveness of both the London Plan and the LLDC local plan, keeping both up-to-date with regular reviews.

The HBF recommends that the local plan is amended to follow a shorter time-frame of 2020/21 to 2029/30.

This also means that the overall housing requirement is the figure of 21,610 homes (2161 x 10), or 2,161dpa.

Housing land supply

The Draft local Plan is unsound because it is not positively prepared and ineffective. This is because there is inadequate information available on the housing land supply.

As discussed above, we refer to paragraph 5.3 of the Draft Local Plan. It appears that the LLDC is unable to identify an adequate land supply to sustain delivery beyond 2028/29. It is unclear, however, what the land supply actually is for the period 2020/21 to 2028/29. We have looked at the *Sites Report*, October 2018. This identifies several sites, some allocated and some not. It does not include, however, a breakdown of estimated site yields and the trajectory for the delivery of the allocated sites. Without this information, it is hard for third-parties to scrutinise the LLDC's housing land supply. This is central to the soundness of a local plan.

Also, we've been unable to locate a five-year land supply assessment detailing the sites that will contribute to this.

The LLDC cannot rely on the GLA SHLAA 2017 as the evidence for its housing land supply, because, as the GLA reminds us in that document at paragraph 1.5 (and repeated by the GLA at the technical sessions supporting the examination of the Draft London Plan), the GLA SHLAA cannot 'allocate' sites. The GLA SHLAA only identifies a notional capacity for each local authority planning area in London. It is the responsibility of each authority to undertake detailed local assessments and allocate sites as part of the local plan process. This is explained by paragraph 4.1.8 of the DLP.

The Council should ensure that it has identified and allocated enough sites to deliver 21,610 homes over the 10 years.

We have noted the *Housing Background Paper*. This includes information about the capacity of the key sites (this starts on page 12), but it does not break-down these sites showing what has already been delivered and what completions are expected on these key sites over the new plan period. This should be presented in the form of a trajectory plan for each site, along the lines suggested below:

Site	Total housing capacity	Completed to date	2019/20	2020/21	2021/22
Stratford City	6223	3151	400	400	400
Strand East	1900	0	300	300	300

And so on for each site and each year until 2029/30.

The figures in the boxes are merely for illustrative purposes. The actual rate at which these sites will be built-out will be a matter for the LLDC to discuss with the land-owners and developers concerned.

The LLDC should also explain the planning status of all its allocations; i.e. detailing whether the site has full planning permission, and what date it got full permission.

We have seen appendix 2 but we are confused by the column called the 'pre-adoption period' with the date of 2018/19. This year is not part of the planning-period so it should be discounted and completions in this period should not count towards the target. The column also breaks the delivery down into five-year blocks. While this is helpful it will also be necessary to break-down delivery to show how many completions are expected for each site for each year of the 10-year plan.

This should be done for all identified and allocated sites. The Council should then total this up at the bottom so that both the allocated sites and the small-sites assumption from the GLA SHLAA 2017 adds-up to achieving 21,610 completions by the end of the plan.

Small sites assumption

The HBF has severe reservations about this component of the Draft London Plan. The Mayor's assumptions relating to small sites lacks credibility in our view. The Mayor's small sites modelled approach generates a theoretical capacity of circa 18,790 net additions per year but historic trends for yields from small sites are much less than this – just 12,940 based on the average for the last 12 years. In addition to this the Mayor also has also added a separate windfall allowance although we argue that this is already counted as part of the 12-year trend.

This will be one of the key areas of conflict at the DLP examination. Notwithstanding this, the small-sites modelled approach in the GLA SHLAA 2017 generates a relatively small figure for LLBC (albeit it is a much smaller administrative area). The small sites assumption is 80dpa. Even so, the effectiveness of this Draft London Plan Policy H2 will need careful monitoring. If these small sites do not materialise in the number expected in the first two years of the life of the new London Plan, and in the first two years of the LLDC local plan, then it will be necessary to undertake an urgent review of all strategic and local plans in London.

We note that the small sites assumption has only been factored into the land supply for years 6-10 (page 15). This seems sensible to allow the policy approach to 'bed-in' as the LLDC describes in on page 15 of the document.

We note the 'Additional Capacity' category (see page 16 of the *Housing Background Paper*). The LLDC considers that this category has the potential to yield 2,036 homes (see Table 3 on page 16) based on a 'Characterisation Study' undertaken by the LLDC that "highlights broad locations which can potentially yield residential capacity from small sites".

Instead of hoping that these sites will materialise, the LLDC should identify specific sites and allocate these in the local plan.

National policy (NPPF 2018) now requires local authorities to identify small sites no larger than one hectare to accommodate 10% of their housing requirement (2,161 homes). Because the Mayor's small-site modelling concerns sites of 0.25ha in size (800 homes in total over ten years), the LLDC should identify additional sites up to one hectare that will enable the other 1,361 homes to be delivered. This will be necessary for the local plan to meet the requirements of national policy.

Rather than relying on the Mayor's theoretical assumptions, the LLDC should undertake work to identify small sites for each year of the plan equivalent to 10% of the housing requirement. We think the Plan should just be a 10-year plan and therefore

the council should identify at least 2,610 homes on sites of 0.25ha in size.

Housing land supply

On the basis of the information presented in Appendix 2 of the *Housing Background Paper* the LLDC has permissions and potentially allocated sites able to support the delivery of 20,871 homes.

The LLDC is therefore in a relatively strong position, albeit it is somewhat short of the overall requirement. The shortfall is land for 739 homes. The LLDC will need to identify additional sites to full requirement to be delivered by 2029/30. We are concerned that it may be relying too much on non-identified sites to achieve its targets.

Five-year land supply

As the local plan commences in 2020/21 there is no deficit that needs to be factored into the five-year land supply calculation. Therefore, the five-year housing land supply requirement is 10,805 (2,161 x 5) plus a 5% buffer equals land for 11,345 homes. On the basis of the information provided in appendix 2 of the *Housing Background Paper* the LLDC has permissions, allocations and broad locations able to support 12,067 homes. The LLDC appears, therefore, able to demonstrate a five year land supply. Nevertheless we have our doubts about the reliability of the 'Additional Capacity' category and whether it will yield the required number of homes.

The performance of the LLDC against these categories will need to be closely monitored.

We also have no knowledge of the sites in question (the permissions and allocations) but other parties may have different views in terms of the deliverability and capacity of these sites.

Policy H3: Older Persons Accommodation

The policy as drafted is unsound because it will be ineffective.

National planning policy is giving increased attention to improving the supply of older persons accommodation. There is a growing realisation that local planning authorities need to do more to plan positively to ensure that the needs of elderly people are catered for. The Mayor has responded to this in part by assessing the needs of older people on a pan-London basis through his SHMA 2017. The Mayor also identifies benchmark targets for each London LPA except for the two development corporations.

Policy H3 should do more to positively support the construction of homes and accommodation of older people. The LLDC argues that this is not necessary because it mainly caters for young people (paragraph 5.23) but providing for older people is necessary to maintain mixed and balanced communities. The LLDC area also lends itself to providing for older people because of its excellent public-transport infrastructure.

We welcome the inclusion of a policy for support the supply of older persons accommodation but without a target, such as the benchmark targets provided by the DLP for the London boroughs, the policy is unlikely to be effective.

We note paragraph 5.26 of the draft plan. This places the onus on providers to demonstrate a need whereas the LLDC should be more pro-active in setting out an

indicative requirement based on demographic information. Under the NPPF local plans are required to contain clear policies so it is evident how a decision-maker should react to development proposals (paragraph 16d). As the draft local plan is currently written, an applicant hoping to build older persons accommodation could never be certain whether a scheme in the area of LLDC would be supported. This would represent a significant discouragement.

What this local benchmark target might be for the LLDC is hard to say because the draft local plan is not supported by its own local SHMA.

However, the GLA SHMA 2017 identifies a substantial growth in the elderly population of London with the number of people aged 65 or over projected to increase by 73% by 2041 and the number aged 75 or over by 94%. The annual benchmark target in Table 4.4 of the DLP requires for 4,115 units of specialist older persons accommodation to be provided each year. This equates to about 6.5% of the overall housing requirement for London (65,000). We therefore think it would be reasonable for the LLDC to set a benchmark target equivalent to 5% of its overall requirement (5% of 21,610 = 1,080 dwellings) to be for older people. This would equate to 108 units a year.

This indicative benchmark figure need not be binding, but as the HBF has argued in its representations on the DLP, if the indicative target fails to be achieved in the previous two years, then applications for older persons housing submitted will be considered more favourably in subsequent years. We consider that if the benchmark targets are not met in the previous two years, then subsequent applications should benefit from a 'presumption in favour of sustainable development'.

Policy H4: Providing student accommodation

The HBF has grown alarmed increasingly by the extent to which student bed-spaces provided in London have been counted towards the housing targets. This is not because we do not think catering for students is important, but because of the way demand for student needs is calculated by the Mayor. The population and household projections assume that the institutional population remains constant (see paragraph 8.18 of the GLA SHMA). Future expansion plans for student numbers are not taken into account (paragraph 8.19 of the GLA SHMA). Therefore it will not account for the growth in a student body over the term of the London Plan. This is explained in the SHMA.

A bed-space does not, and should not, be regarded as equivalent to conventional housing supply. While we note that the new DLP, reflecting national policy, will treat three bedrooms as equivalent to one conventional home, we are still concerned about the extent to which student bedrooms in LLDC make up its supply.

It is the HBF's view that the demand for student and other institutional C2 use class needs should be assessed separately from the need C3 use class (conventional homes). This is what other cities such as Canterbury and Norwich do.

The supply of student bed-spaces has formed a significant component of the 'housing supply' in LLDC for the last few years.

Yours sincerely

████████████████████
████████████████████
████████████████████



REPRESENTATION FORM

LLDC Ref: **PRN.031**

Personal Information or Professional Details

Title	Mr / Mrs/ Ms / Miss / Other (please indicate)
Name	[REDACTED]
Company/organisation	
Position	
Address	[REDACTED]
Email	[REDACTED]
If you are an agent, please indicate who you are representing	

Your Representation

To which part of the Local Plan does this representation relate (please mark in the appropriate box):

Change Reference Number		Policies Map	
-------------------------	--	--------------	--

Do you consider that the Revised Local Plan is: (please mark yes or no in the appropriate box):

Legally Compliant?		Complies with the duty to cooperate?		Sound?	
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Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to co-operate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to co-operate or the soundness of the Local Plan, please also use this box to set out your comments. (Please continue on a separate sheet if necessary)

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If you would like to be added to our Planning Policy consultation database to be notified when the Revised Local Plan has been submitted for independent examination, notified of the Inspector's recommendation and the adoption of the Local Plan please tick the relevant box below to indicate your preferred method of notification.

Email		Post		Post and Email	
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Please indicate here if you wish to speak at the public hearing on this matter and outline why you consider this to be necessary.

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FOR OFFICE USE ONLY (do not write in the boxes below)

REPRESENTOR NUMBER	
ASSIGNED REPRESENTATION NUMBER	

We welcome the change to divide the previously proposed policy (Policy S.8: Flood risk and sustainable drainage measures) to give more weight to Flood Risk (S.10) and Sustainable drainage measures and flood protections (S.11).

Regarding the newly formed policy Flood Risk (S:10), we are pleased to see the acknowledgement of flood risk mapping and climate change, and how flood mitigation measures can be included to adapt to climate change. However, we would also like to see a policy prohibiting undercroft flood storage or attenuation tanks, and the promotion of level for level and volume for volume flood storage compensation at all opportunities. A number of recent planning applications (particularly within the Hackney Wick and Fish Island area) have come forward suggesting attenuation tanks as a form of flood storage compensation, which is something we are keen to avoid.

Regarding the newly formed policy S.11: Sustainable drainage measures and flood protections (previously part of Policy S.8: Flood risk and sustainable drainage measures), we are pleased to see the inclusion of the flood defence policy taken forward from the 2015 local plan, and how this policy has been modified to highlight the multifunctional value of sustainable drainage systems. However, as flood defences primarily relate to flood risk, we recommend that this section of this policy is moved to Policy S.10 Flood Risk. Therefore for ease and clarity, these policies could then be reworded to form Policy S:10 Flood Risk, and Policy S.11 Sustainable drainage measures.

We also have concerns with the wording relating to the need for a site specific flood risk assessment. Whilst a site specific flood risk assessment may be referred to within Surface Water Management Plans, a site specific flood risk assessment is required for any development in Flood Zones 2 and 3, and in Flood Zone 1, an assessment should accompany all proposals involving: sites of 1 hectare or more, and for land which has been identified by the Environment Agency as having critical drainage problems. This is in line with paragraph 163, footnote 50, of the NPPF. Without this change in phrasing, the requirements and relevancy of a site specific flood risk assessment are unclear. Therefore, we find this policy **inconsistent with national policy**, and as grounds to find this policy **unsound**.

In light of the above, we would recommend the following modifications to this policy:

The Legacy Corporation will take into account the most up-to-date flood risk information when carrying out its relevant functions and seek to reduce risk to life and property in doing so. Where development is proposed within Flood Zones 2 or 3 and is outside a Site Allocation within this Local Plan, planning applications should be accompanied by evidence that the proposed development is capable of meeting the Sequential Test and, where appropriate, that the Exceptions Test as defined within the National Planning Policy Framework has been applied to demonstrate that no alternative location for the proposed development is available. Where no alternative location is available, a flood risk assessment should be submitted demonstrating that the proposal does not increase risk to third parties and, wherever possible, reduces flood risk. A site specific flood risk assessment **is required when triggered by paragraph 163, footnote 50, of the National Planning Policy Framework**. This is to ensure that the development will remain safe **for its lifetime**, and will not increase flood risk to others. Where deemed necessary, the development proposals must be supported by a detailed integrated hydraulic modelling within the Flood Risk Assessment.

Development proposals must be designed to reduce vulnerability to climate change, apply the sequential approach on site, be flood resilient and resistant, setting living accommodation finished floor levels 300mm above the predicted flood level for the 1 in 100 chance in any year flood event including an allowance for climate change, and must provide

an appropriate means of escape to a higher level within the building or a safe route to a location above the predicted flood level. No basement development will be permitted within Flood Zones 2 or 3. **Furthermore, floodplain compensation at level for level and volume for volume, should be assessed at all opportunities. Undercroft flood storage or attenuation tanks are not considered as an appropriate method of floodplain compensation.**

REPRESENTATION FORM

Personal Information or Professional Details

Title	Mr / Mrs/ Ms / Miss / Other (please indicate)
Name	[REDACTED]
Company/organisation	
Position	
Address	[REDACTED]
Email	[REDACTED]
If you are an agent, please indicate who you are representing	

Your Representation

To which part of the Local Plan does this representation relate (please mark in the appropriate box):

Change Reference Number		Policies Map	
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Do you consider that the Revised Local Plan is: (please mark yes or no in the appropriate box):

Legally Compliant?		Complies with the duty to cooperate?		Sound?	
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Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to co-operate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to co-operate or the soundness of the Local Plan, please also use this box to set out your comments. (Please continue on a separate sheet if necessary)

If you would like to be added to our Planning Policy consultation database to be notified when the Revised Local Plan has been submitted for independent examination, notified of the Inspector's recommendation and the adoption of the Local Plan please tick the relevant box below to indicate your preferred method of notification.

Email		Post		Post and Email	
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Please indicate here if you wish to speak at the public hearing on this matter and outline why you consider this to be necessary.

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FOR OFFICE USE ONLY (do not write in the boxes below)

REPRESENTOR NUMBER	
ASSIGNED REPRESENTATION NUMBER	

We are pleased to see the inclusion of this policy that references previous land use and the assessment of ground conditions. However, whilst the wording of this policy is good, we strongly recommend that more weight is given to the safeguarding of groundwater, not just with respect to drainage. Furthermore, this policy also fails to steer inappropriate development types away from areas where the risks to groundwater are high due to the sensitivities of the underlying geology. Source Protection Zones (SPZ) are spatial areas around public drinking water abstraction points. The Local Plan does not make any reference to Source Protection Zones. We will object to certain developments, processes or land uses in SPZ1 (the area of highest risk). There are a number of SPZs 1-3, that span across the LLDC area. It is strongly advised that measures are outlined which seek to protect these SPZs during and post development.

This is in line with paragraph 170 of the NPPF, stating that development should, wherever possible, help to improve local environmental conditions such as air and **water quality**, taking into account relevant information such as river basin management plans. Without this detail, the requirements and relevancy of works required to protect groundwater are unclear. Therefore, we find this policy **inconsistent with national policy**, and therefore as grounds to find this policy **unsound**.

In light of the above, we recommend the following modifications:

To prevent harm to health and the **water** environment from the effect of contamination and the release of pollutants and to bring land affected by contamination into beneficial use, development proposals will be required to ensure that:

1. The site is suitable for its new use, taking into account of ground conditions, including pollution from previous uses and any proposals for mitigation such as land remediation
2. Adequate site investigation information, prepared by a competent person, is provided
3. After remediation, as a minimum, the site is not capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990
4. Drainage methods are suitable for the site conditions and protect groundwater
5. Suitable measures are taken where construction works are carried out.

Applications for all sites potentially affected by contamination should be carried out in accordance with established procedures as required in the NPPF. **Certain contaminative developments, processes or land uses proposed within or in close proximity to sensitive locations, including Source Protection Zones, may not be acceptable. Applicants are advised to speak to LLDC's Environmental Health Team and the Environment Agency where required.**

London Legacy Development Corporation
Planning Policy and Decisions Team
Level 10, 1 Stratford Place
Montfichet Road
London
E20 1EJ

December 2018

Dear Planning Policy Team

London Legacy Development Corporation Revised Local Plan (Regulation 19).

Thank you for consulting us on the London Legacy Development Corporation Revised Local Plan (Regulation 19). This response has been prepared following a review of the schedule of changes and technical evidence based documents submitted in support of this consultation. In this letter, we provide you with specific points of soundness and points of accuracy and clarity.

Points of soundness

We find this London Legacy Development Corporation Revised Local Plan (Regulation 19) plan **unsound** due to inadequacies in evidence based documentation, and a lack of consistency with national policy relating to flood risk and groundwater. In addition to the explanations of points of soundness below, please see individual policy representation forms for suggested policy modifications.

Strategic Flood Risk Assessment (SFRA) and site allocations

Our main concern is that an updated Level 1 and Level 2 SFRA has not been produced, which is considered essential to provide the necessary evidence base to support this Local Plan. Sites should not have been allocated without an understanding of their level of current and future flood risk, which is why the assessment of the climate change is integral, otherwise this undermines the Sequential approach to site allocation. This is contrary to paragraph 156 of the National Planning Policy Framework (NPPF), where strategic policies should be informed by a strategic flood risk assessment, and should manage flood risk from all sources.

We also note that new sites have been proposed, and existing site allocations have been modified. Both Chobham Farm North and Three Mills new site allocations lie within areas at high risk of flooding and new housing is proposed, where no evidence has been provided that these sites have been sequentially tested. This is contrary to paragraph 157 of the NPPF, where all plans should apply a sequential, risk-based approach to the location of development, taking into account the current and future impacts of climate change, so as to avoid, where possible, flood risk to people and

Cont/d..



INVESTOR IN PEOPLE



property. Moreover, Site Allocations SA3.1 (Stratford Town Centre West) and Site Allocation SA3.3: (to become Stratford Waterfront West South) propose a change in site boundary, resulting in a greater footprint with Flood Zones 2 and 3, and encroachment on the Waterworks River, designated main river.

In light of the above, find this local plan **not justified**, as local plans must be set on a robust and credible proportionate evidence base. We also find this local plan **inconsistent with national policy**, because strategic policies must be informed by a strategic flood risk assessment in line with paragraph 156 of the NPPF.

Policy S.8: Flood risk and sustainable drainage measures (Change reference C227)

We welcome the change to divide the previously proposed policy (Policy S.8: Flood risk and sustainable drainage measures) to give more weight to Flood Risk (S.10) and Sustainable drainage measures and flood protections (S.11).

Regarding the newly formed policy Flood Risk (S:10), we are pleased to see the acknowledgement of flood risk mapping and climate change, and how flood mitigation measures can be included to adapt to climate change. However, we would also like to see a policy prohibiting undercroft flood storage or attenuation tanks, and the promotion of level for level and volume for volume flood storage compensation at all opportunities. A number of recent planning applications (particularly within the Hackney Wick and Fish Island area) have come forward suggesting attenuation tanks as a form of flood storage compensation, which is something we are keen to avoid.

Regarding the newly formed policy S.11: Sustainable drainage measures and flood protections (previously part of Policy S.8: Flood risk and sustainable drainage measures), we are pleased to see the inclusion of the flood defence policy taken forward from the 2015 local plan, and how this policy has been modified to highlight the multifunctional value of sustainable drainage systems. However, as flood defences primarily relate to flood risk, we recommend that this section of this policy is moved to Policy S.10 Flood Risk. Therefore for ease and clarity, these policies could then be reworded to form Policy S:10 Flood Risk, and Policy S.11 Sustainable drainage measures.

We also have concerns with the wording relating to the need for a site specific flood risk assessment. Whilst a site specific flood risk assessment may be referred to within Surface Water Management Plans, a site specific flood risk assessment is required for any development in Flood Zones 2 and 3, and in Flood Zone 1, an assessment should accompany all proposals involving: sites of 1 hectare or more, and for land which has been identified by the Environment Agency as having critical drainage problems. This is line with paragraph 163, footnote 50, of the NPPF. Without this change in phrasing, the requirements and relevancy of a site specific flood risk assessment is unclear. Without the inclusion of this detail, we find this policy **inconsistent with national policy**, and therefore grounds to find this policy **unsound**.

Policy BN.14: Improving the quality of land (previously BN.13)

We are pleased to see the inclusion of this policy that references previous land use and the assessment of ground conditions. However, whilst the wording of this policy is good, we strongly recommend that more weight is given to the safeguarding of groundwater, not just with respect to drainage. Furthermore, this policy also fails to steer inappropriate development types away from areas where the risks to groundwater are

high due to the sensitivities of the underlying geology. Source Protection Zones (SPZ) are spatial areas around public drinking water abstraction points. The Local Plan does not make any reference to Source Protection Zones. We will object to certain developments, processes or land uses in SPZ1 (the area of highest risk). There are a number of SPZs 1-3, that span across the LLDC area. It is strongly advised that measures are outlined which seek to protect these SPZs during and post development. This is in line with paragraph 170 of the NPPF, stating that development should, wherever possible, help to improve local environmental conditions such as air and **water quality**, taking into account relevant information such as river basin management plans. Without these additions, the requirements and relevancy of works required to protect groundwater are unclear. Without the inclusion of this detail, we find this policy **inconsistent with national policy**, and therefore as grounds to find this policy **unsound**.

Points of accuracy and clarity

We welcome the inclusion of policies referring to water quality and usage, biodiversity and flood risk. However, we are concerned that the majority of our recommendations from the previous Regulation 18 consultation have not been included in this schedule of proposed changes and the proposed revised local plan. For ease of reference, we have related our comments below to the relevant section, policy paragraph and change reference number. Where modifications are suggested, these have been highlighted in bold and italics in the context of the current proposed policy.

Section 6 - Creating a High-Quality Built and Natural Environment

Objective 3

It is positive to see the inclusion within Objective 3 that developments should: “*contribute to the green infrastructure network*” and “*help meet the targets set out in the Biodiversity Action Plans.*” However, Objective 3 would benefit from, and should emphasise that development should contribute to meeting the targets of the Thames River Basin Management Plan (TRBMP) and the obligations of the Water Framework Directive (WFD); binding legislation which aims to protect and enhance the water environments.

In light of the above, we suggest the following change:

This will mean that development will:

- be designed to respond to context
- utilise heritage assets to shape local identity
- incorporate the highest standards of design and architecture
- contribute to the green infrastructure network
- ***contribute to meeting the targets of the Thames River Basin Management Plan (TRBMP) and obligations of the Water Frameworks Directive (WFD)***
- help meet the targets set out in Biodiversity Action Plans.

Policy SP.3: Integrating the natural, built and historic environment

It is strongly recommended that reference is made to minimising potable water consumption and managing demand. This should be a key focus of any development, especially as LLDC is situated within an area of [‘Serious’ water stress](#). Whilst managing water use and WFD are referred to later in this policy document, it would be recommended that they are emphasised from the beginning, so that their importance is

recognised and highlighted. This inclusion would be in line with the level of detail included for similar pressures.

We recommend that this policy includes the outline the objectives of WFD and detail why reducing water consumption is of critical importance in London development. Inclusion of these two aspects would reinforce policy references to both this document and the London Plan.

In light of the above, we suggest the following change:

The Legacy Corporation will create a high-quality built and natural environment that integrates new development with waterways, green space and the historic environment, by ensuring development:

1. Gives primary consideration to the creation of 'place'
2. Enhances its built, historic and landscape context
3. Maintains and promotes local distinctiveness
4. Protects biodiversity and provides green infrastructure networks where possible
5. **Contributes to meeting the targets of the Thames River Basement Management Plan (TRBMP) and obligations of the Water Frameworks Directive (WFD)**
6. Facilitates safe access for all to waterside and green environments
7. Is at least air quality neutral and minimises impact from noise
8. Supports the delivery of the Sub Area priorities
9. Respects the Legacy Corporation's Design Quality Policy.

Paragraph 6.4

Following on from the above, whilst managing water use and WFD are referred to later in this policy document, it would be recommended that they are emphasised from the beginning, so that their importance is recognised and highlighted. Therefore, we recommend the following minor modification to this supporting paragraph:

There are approximately 6.5km of canals and rivers in the Legacy Corporation area and more than 100 hectares of land in the area is part of the Lee Valley Regional Park, which overlaps with large areas of Queen Elizabeth Olympic Park to form a wildlife corridor that extends from Hertfordshire in the north to the River Thames. Regeneration, especially in the places that surround Queen Elizabeth Olympic Park, presents opportunities to maximise green infrastructure by integrating new development with waterways and green space and by protecting, extending and enhancing the existing green infrastructure network, local wildlife corridors and the East London Green Grid, **whilst contributing to targets of the Thames River Basement Management Plan (TRBMP) and obligations of the Water Frameworks Directive (WFD).**

Policy BN.1: Responding to place (change reference C144)

It is positive to see the inclusion of providing wildlife corridors in section 4, connectivity, of this policy. We recommended that section 1, Landscape and water, also includes WFD when mentioning the natural features, and details why reducing water consumption is of critical importance in London development. Inclusion of these two aspects would reinforce policy references to both this document and the London Plan.

In light of the above, we suggest the following change:

Proposals will be considered acceptable where they respond to place in accordance with the principles outlined below:

1. Landscape and water: relate well to the local area's defining natural and man-made landscape features, in particular the linear form of the waterways and parklands, ***in line with of the Thames River Basement Management Plan (TRBMP) and obligations of the Water Frameworks Directive (WFD).***
2. Urban fabric: respect existing typologies, including those of heritage value, and draw design cues from the form of the area in terms of its layout (urban structure and grain) and scale (height and massing)
3. Architectural and historic context: enhance the architectural and historic setting within which development is proposed. Careful consideration should be given to architectural and historic style, materials, fenestration, colour, building orientation, datums and overall appearance
4. Connectivity: ensure that new and existing places link to route networks and facilitate movement along direct, permeable, safe and legible pedestrian and cycle routes. Routes should cater for the requirements of all users. Opportunities to connect areas to strategic road, rail, bus and cycle networks must be utilised
5. Infrastructure: make use of existing physical infrastructure to help overcome barriers to integration and to create new links and routes
6. Mix: consider how proposed uses integrate with, and relate to, both public and private space. Where new residential uses are introduced within a non-residential context, consideration must be given to layout, access, servicing and amenity
7. Amenity and wellbeing: minimise impact within proposed and upon existing development, by preventing overshadowing, and an unacceptable provision/loss of sunlight, daylight or privacy.

Paragraph 6.13 (change reference C146)

We welcome the inclusion of the Thames River Basin Management Plan (TRBMP) and Water Framework Directive in this policy relating to the integration of Sustainable Drainage Systems (SuDS), effective setbacks from watercourses, the naturalisation of the banks and other measures that will improve the management of surface water run-off.

To further strengthen this policy, we recommend the following changes:

When developing proposals for specific locations, reference should be made to the guidance published by the Environment Agency, the Canal and River Trust and the Lee Valley Regional Park Authority, as well as to relevant Biodiversity Action Plans (BAPs) and the opportunities set out in the Olympic Legacy Waterways Framework. The most recent version of the Town and Country Planning Associations Policy Advice Note: Inland Waterways (2009) should also be referred to. These outline suitable locations for various functions and locally specific ambitions for these environments. In support of the aims of the Thames River Basin Management Plan (TRBMP) and Water Framework Directive, all developments along the waterways will need to integrate Sustainable Drainage Systems (SuDS), including the use of oil and petrol interceptors, effective setbacks from watercourses, the naturalisation of the banks ***and green edges to rivers (either in banks or within the concrete channels, when there are developments within the riparian zone)***, and other measures that will improve the management of surface water run-off ***and biodiversity.***

Where works are proposed within 8 metres of a main river, a separate formal consent will be required from the Environment Agency. In order to achieve locally distinctive environments while optimising their functionality, proposals will need to integrate local heritage features and environmental assets, helping create unique and sustainable environments for local communities, visitors and wildlife alike.

Policy BN.3: Maximising biodiversity (Change reference C147)

Whilst it is positive to see the inclusion of supporting measures in line with the Biodiversity Action Plans (BAPs) in this policy section, it should also be stated that this policy would benefit from supporting WFD measures. This policy should outline the need to deliver environmental improvements outlined in the TRBMP, as a critical way of improving the biodiversity of the riparian and surrounding environment, which could be implemented alongside measures found in the BAPs.

In light of the above, we suggest the following changes.

The Legacy Corporation will work with its partners to ensure the protection and enhancement of biodiversity within open space, parks and built-up neighbourhoods. Development proposals will be required to:

1. Maximise opportunities to protect and enhance biodiversity
2. Provide a net gain in the extent of habitat suitable for species to thrive
3. Integrate habitat and other measures that will support biodiversity
4. Ensure measures are taken to conserve and promote Sites of Importance for Nature Conservation where relevant
5. Retain trees and contribute to tree-planting
6. Take account of habitat and species targets in relevant Biodiversity Action Plans (BAPs) to ensure proposals are suitable for their location
- 7. *To deliver environmental improvements outlined in the Thames River Basement Management Plan (TRBMP) as a critical way of improving the biodiversity of the riparian and surrounding environment.***
8. Support other measures to address BAP objectives, including monitoring
9. Ensure major applications are accompanied by a Biodiversity Statement.
10. Development proposals that are likely to have an adverse effect on biodiversity and the existing extent of habitat will not be permitted unless compensatory provision of equal value is provided in a suitable location and that loss does not result in the breakage of any existing habitat or wildlife corridor.

Section 8 –Creating a Sustainable Place to Live and Work.

Policy S.5 Water supply and waste water disposal

It is positive to see that water supply and waste management are a main policy consideration. This section should also reference the need to retrofit existing buildings for increased water efficiency. Retrofitting can achieve a considerable decrease in demand on water resources, as existing buildings are typically less water efficient.

It is recommended that retrofitting is completed in line with the BREEAM standards. The BREEAM standards are available for refurbishing [domestic](#) and [non-domestic](#) buildings, and should be reflected in the supporting text of this policy. Moreover, we would strongly encourage new developments to achieve the BREEAM excellent rating for water.

It is important that all developments demonstrate that they maximise water reduction opportunities as each development will have an impact. Additionally, the term 'major development' is open to developer interpretation. We would strongly recommend quantifying what constitutes a major development.

Furthermore, Section 5.61 of Policy 5.15 of the London Plan states "*Residential development should be designed so that mains water consumption would meet a target of 105 litres or less per head per day*". This allows for an additional 5 litres per person per day for external use. Therefore we strongly recommend the London Plan is referenced in this policy, as binding commitment rather than implying that the commitment is optional.

In light of the above, we recommend the following modifications:

The Legacy Corporation will, in making planning decisions, support the implementation of strategic proposals to manage water supply and to implement improved sewerage infrastructure, including the Lee Tunnel and Thames Tideway Tunnel. It will also encourage localised and building-specific measures to reduce potable water demand and use, including grey water recycling systems, rainwater harvesting, ***retrofitting of existing buildings for increased water efficiency in line with BREEM standards, encourage new builds to achieve BREEM excellent rating for water*** and measures to reduce domestic water use to 105 litres of water per person per day or less.

Proposals for major development, as defined in ***schedule 4 of the Town and Country planning act (Development Management Procedure) 2015***, will be expected to demonstrate that they maximise opportunities to reduce water demand and use. ***Where feasible and viable***, For domestic use, it should be demonstrated that those measures are capable of achieving a design standard of water use of less than 110 litres per person per day (including an external water use of 5 litres of water per person per day).

Proposals for major development, ***schedule 4 of the Town and Country planning act (Development Management Procedure) 2015***, will be required to demonstrate that there is sufficient existing or planned water supply and waste water disposal infrastructure capacity to meet the demands of the development. Where it is not possible to demonstrate sufficient existing or planned capacity, permission will only be granted where it is adequately demonstrated that the scheme includes capacity improvements sufficient to meet its needs.

Paragraph 8.12

Whilst it is positive to note that the supporting text states that London needs a strategy to meet its growing demand for water due to increases in development and population, this is only half the problem. The supporting text should also highlight that the water resources available in London will change as a result of climate change. We are anticipating drier summers and wetter winters with shorter, more intense rainfall events which reduce the long term availability of water. This additional risk should be incorporated into the supporting text of Section 8.12.

In light of the above, we recommend the following minor modification:

Part of the wider strategy to help London meet its growing demand for water, resulting from an increase in development and increase in population ***and climate change***, is the need to ensure that this new development is as water efficient as possible and that

opportunities are taken to reduce the amount of potable water required. This is particularly the case in the Legacy Corporation area where a significant amount of new development will come forward over the lifetime of the Local Plan and present a new demand for water and a significant opportunity to implement a range of measures that will make that development as water efficient as possible.

Paragraph 8.14

It is positive to see requirement for developments to consider the capacity of existing infrastructure for water supply and waste. We welcome the inclusion of the supporting text to include that development should not proceed without existing infrastructure to meet the demands of the new development. However, we this supporting text should also reference how developers should look towards retrofitting exiting buildings, and achieve maximum water efficiceny for new buildings, in line with BREEAM standards.

In light of the above, we recommend the following changes:

The Legacy Corporation will seek to ensure that there is adequate water supply, surface water, foul drainage and sewerage treatment capacity to serve all new developments. Developers will be required to demonstrate that there is adequate capacity both on and off the site to serve the development and that it would not lead to problems for existing users. ***Developers should refer to BREEAM standard for the retrofitting or existing buildings and achieving BREEAM excellent rating for water for increased water efficiency.*** In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing infrastructure, ***in consultation with the water supplier and waste treatment companies.*** Where there is a capacity constraint and no improvements are programmed by the water company, the developer will be required to provide for the appropriate improvements which must be completed prior to occupation of the development. ***Over burdening of water and waste infrastructure will exacerbate problems associated with water demand, and overburdened waste water infrastructure could lead to pollution incidents. This is of particular importance for LLDC, as this area is underlain by a number of Source Protection Zones (SPZs), where there are a number of SPZs 1-3, that span across the LLDC area.***

Final comments

We hope this feedback is helpful as you continue to improve and update your Local Plan. We are happy to provide further support where needed. Please do not hesitate to contact me if you have any questions about this response or would like to set up future meetings.

Yours faithfully

[Redacted signature block]

From: [REDACTED]
Sent: 19 December 2018 10:21
To: Planning Policy
Subject: FW: Regulation 19 Consultation on the draft Revised Local Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category, Reps

From: [REDACTED]
Sent: 19 December 2018 10:04
To: [REDACTED]
Cc: [REDACTED]
Subject: Regulation 19 Consultation on the draft Revised Local Plan

I refer to the above Regulation 19 document published for consultation during the period October- December 2018 and also our discussions at various duty to co-operate meetings on between 2017 and the present . The Council welcomes the opportunity to work collaboratively with neighbouring boroughs to ensure that strategic matters are coordinated across borough boundaries.

Officers have attended meetings with particular reference to infrastructure, housing, employment and the environment and have further reviewed the papers sent to us on 16th October in relation to our Statement of Common Ground. Given our attendance there are no further comments we would wish to make on general matters beyond the assumption that matters relating to the Epping Forest SAC have been acknowledged to the satisfaction of Natural England.

We look forward to further opportunities to work with you collaboratively on plan-making projects.

Regards

[REDACTED]

Twitter: [@wfcouncil](#) Website: www.walthamforest.gov.uk

Our ambition is that everybody in Waltham Forest enjoys a quality life.



#wfculture19 wfculture19.co.uk [@wfculture19](https://twitter.com/wfculture19)

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Publication Local Plan Consultation
Planning Policy & Decisions Team
Queen Elizabeth Olympic Park
London Legacy Development Corporation
Level 10
1 Stratford Place, Montfichet Road
London
E20 1EJ

LLDC Ref: PRN.033

Date: 17 December 2018
Our ref: 60218/BK/FY/169004474v1
Your ref:

Dear Sir/Madam

LLDC Draft Local Plan (Publication Draft): Representations on behalf of London and Continental Railways

On behalf of our client, London and Continental Railways, please find below representations on the Publication Draft of the Local Plan. These comments relate to the Vision and Area Profile of Sub Area 2: North Stratford and Eton Manor and to the proposed site allocations for SA2.1: Chobham Farm and SA2.4: Chobham Farm North. We also attach the completed representation forms in relation to these representations.

Vision (Change reference C260)

London and Continental Railways supports the proposed Vision for Sub Area 2: North Stratford and Eton Manor and the amended wording which recognises that “*North Stratford and Eton Manor has become a thriving neighbourhood and an area of new high-quality housing*” and that “*it is a family focus area of vibrant new communities, a place for families to grow and stay.*” The character of this area has in part been established through the earlier zones of the Chobham Farm masterplan.

The Vision reflects the requirement to create a family neighbourhood envisaged in the Olympic Legacy SPG and reflects emerging schemes in the area, such as Chobham Farm, which will provide approximately 43 per cent family units.

In order to meet the soundness test (justified), this Vision to encourage a thriving neighbourhood and to promote residential use should be reflected in support for additional housing on new sites coming forward for the area and in the site allocations within Sub Area 2, including Site Allocation SA2.4: Chobham Farm North. This area clearly presents a significant opportunity for a continuation of the character and land use mix established at Chobham Farm and this should be reflected in the site allocations within the area.

Area Profile (Change Reference C261)

In regard to the area profile set out at paragraph 11.1 of the draft Local Plan, recognition should be given to the fact that Zones 1, 2 and 4 of Chobham Farm have detailed planning consent and have been or are currently being built out. In addition, recognition should be given to later phases of the scheme coming forward and contributing to the new vibrant neighbourhood being developed in North Stratford.

In order to meet the test of soundness (justified) the text should be amended to state “The Chobham Farm development, providing new homes, open space and local retail use, is equally well underway. The first phase is completed and occupied and Zones 2 and 4 are currently under construction with Zone 4 due to be completed in 2019 and Zone 2 in 2020. London and Continental Railways is also seeking to bring forward part of Zone 3”.

Figure 34: Sub Area 2: key connections (Change C266)

LCR supports the amendment to Figure 34 to include the Chobham Farm North site and the inclusion of a connection along Leyton Road and through the site to link the site to areas to the north and south.

This reflects the opportunity for development of the Chobham Farm North site and the scope to provide a link between Liberty Bridge Road and Temple Mills Lane, both of which are identified on Figure 33 as ‘key connections’, and is in accord with the Plan objectives to improve connectivity along and across Leyton Road and between East Village, Chobham Farm, Maryland and Leyton.

Table 11: Prevailing heights in Sub Area 2 (heights in metres above existing ground level) (Change C273)

London and Continental Railways considers that the prevailing heights for both Chobham Farm (site allocation SA2.1) and Chobham Farm North (site allocation SA2.4) should reflect the approved parameter plan for Chobham Farm (PPO04 Rev L Maximum Height Parameters) and the scale and height of existing and emerging development within the immediate area which is up to 10 storeys (for example, Chobham Farm Zone 1 and East Village). It should also reflect recent planning guidance in the NPPF and draft London Plan on optimising development, whilst promoting high quality developments.

London and Continental Railways therefore considers that to meet the test of soundness (justified) Table 11 should be amended to state:

Chobham Farm	30 metres
Chobham Farm North	25 metres

Site Allocation SA2.1: Chobham Farm (Change C274)

London and Continental Railways supports site allocation SA2.1 for Chobham Farm for the comprehensive, phased, family-focused, medium density mixed tenure residential development with ancillary non-residential space (D1, A1-A5 and B1a) and local open space and the recognition that “*the site allocation is expected to yield a minimum of 1,030 new homes (gross) with affordable housing being delivered in accordance with the current planning permission*”.

The site allocation reflects the 2014 planning permission (2014/0146/FUM) for up to 1,036 new residential developments (173 units in Zone 1 and up to 863 units in Zones 2 to 4) and 1,161sqm of commercial floorspace in Zone 1 and up to 4,900 sqm of commercial floorspace in Zones 2-4, with a further 2,000 sqm of commercial floorspace in Zone 5 (now partially allocated within Site Allocation SA2.4), plus car and cycle parking, open space and landscaping.

Detailed planning permission has been obtained for Zone 1 (173 residential units), Zone 4 (471 units) and Zone 2 (154 residential units) and it is anticipated that up to 238 residential units will come forward as part of Zone 3, in accordance with the planning permission and approved parameter plans.

In regard to the supporting development principles, account should be given to the approved parameter plans (PPO01 Rev L Zonal Boundaries; PPO02 Rev J Maximum Plot Areas; PPO03 Rev L Public Realm,

Access & Amenity; and PPO04 Rev L Maximum Height Parameters) which set out the indicative location, layout and height of development blocks coming forward within the site allocation.

Site Allocation SA2.4: Chobham Farm North (Change C277)

London and Continental Railways (LCR) strongly supports the proposed new site allocation for Chobham Farm North for “*mixed-use development, including family housing, external private or shared amenity space and provision of a link through the site into the Chobham Farm public open space to the south of Henrietta Street*”.

The site allocation is immediately to the north of Chobham Farm Zones 1-4 and includes Zone 5 of Chobham Farm. It is identified within the Olympic Legacy SPG as an ‘Area of Change’ (along with the wider Chobham Farm site to the south). This area of Stratford has long been identified for the delivery of a ‘family-focused neighbourhood’, with the ‘gateway’ to this neighbourhood comprising Liberty Bridge Road, located between site allocation SA2.1 to the south and site allocation SA2.4. Development of Chobham Farm North will help to establish the new gateway to the Chobham Farm neighbourhood and will help to complete and improve the public realm on the north side of Liberty Bridge Road. The proposed allocation also reflects the changing character of this part of North Stratford and the Mayor’s strategic direction to utilise appropriate sites for housing on the basis of a compact, optimal form of development.

The site presents a significant opportunity to contribute towards meeting the LLDC’s pressing housing requirement and contribute to the strategic policy objectives for the wider Chobham neighbourhood and the draft Local Plan’s aspirations to deliver 24,000 new homes over the plan period.

The proposed allocation is in accordance with Policy GG2 of the draft London Plan, which clearly states that to create high-density, mixed-use places that make the best use of land, Opportunity Areas, brownfield land, surplus public-sector land and sites well-connected to transport must be prioritised. It states that consideration should be given to such sites in order to intensify their use, to support additional homes and workplaces and promote higher density development, particularly in locations where well-connected to public transport, walking and cycling.

Supporting development principles

LCR supports the proposed development principles (un-numbered) for site SA2.4 which state that any new development will be expected to:

- 1 Minimise impacts on residential amenity from the railway line to the west and the adjoining community building to the north;
- 2 Provide a safe pedestrian crossing route over Henrietta Street between the site and the Chobham Farm site allocation development (SA2.1);
- 3 Improve public realm and street scene of Leyton Road through design of the development and improvements to the street; and
- 4 Provide a stepped transition in scale and massing in relation to East Village.

In regard to point 3, account should be given to the Leyton Road Study, approved as part of the Chobham Farm planning permission, which identifies potential streetscape improvements, planting strategies and potential for improved pedestrian links.

Under point 4, consideration should be given to the scale of other development coming forward in the area (e.g up to 10 storeys in Prospect East (Chobham Farm Zone 1) immediately to the south) and to draft Policy D6 of the draft London Plan which states that development proposals must make the most efficient use of

land and be developed at the optimum density, taking account of a site's context, connectivity/accessibility and the capacity of the surrounding infrastructure.

LCR then considers that a further point should be added to reflect opportunities to create a link northwards to Drapers Field and to the wider Leyton neighbourhood, as the site is considered key to connecting the existing neighbourhoods in Leyton to the new neighbourhoods of North Stratford through a high-quality design and landscape. This would reflect the linkages shown in Figure 34 of the draft Local Plan.

In regard to the fifth (un-numbered) point, LCR supports the proposed allocation which assumes a minimum of 200 residential units within the allocated site. A capacity study undertaken by Adam Khan Architects (October 2018) suggests that up to 400 units could be provided on the site if all of the land included within the wider site boundary (i.e. up to Temple Mills Lane) is included.

The allocation also refers to an affordable housing threshold of 50 per cent on public sector land in accordance with the draft New London Plan (2017). Recognition should be added to the fact that any private land coming forward within the site allocation would be expected to provide 35% affordable housing.

The allocation refers to the existing use of the site as part D1 use, B1 and B8 uses. The allocation should acknowledge the changing character of the area to a residential neighbourhood, where it would not be appropriate to include certain B1/B2/B8 uses. The site allocation should acknowledge that any employment uses on the site should take account of the future use of the site and the scope to provide smaller scale commercial uses which can co-locate with residential areas, complementing and enhancing the residential neighbourhood, and the scope to increase employment densities. In this respect, light industrial or office use (B1a/B1c) could be appropriate.

Phasing and Implementation

LCR supports the comprehensive development of the site in a phased manner to reflect current ownership and land use on the site. LCR supports the recognition that delivery on site is expected in three phases, from 2020 onwards, to reflect current site ownership.

Relevant Planning History

The relevant planning history should refer to the western part of the site being part of the hybrid planning permission (Zone 5), not the eastern part.

Extension of the site allocation

The current allocation only shows the southern part of the area bounded by Liberty Bridge Road, Temple Mills Lane, Leyton Road and the railway as allocated for mixed use redevelopment. LCR notes that the draft London Plan identifies the whole site as part of a wider 'Opportunity Area', to fully utilise its growth and regeneration potential. LCR therefore considers that in order to meet the test of soundness (positively prepared and justified) and to reflect the Vision and objectives for sub area 2, the site allocation should include the whole of LCR's land which was previously included as Zone 5 of the Chobham Farm development and already has extant permission for 2,000 sqm of B1/A2 uses (pending consideration of the development opportunities of the wider urban block), in accordance with the planning permission and approved parameter plans for Chobham Farm.

The LCR land is capable of being developed on its own without the adjoining land or as part of a comprehensive development and can be brought forward early as it is currently vacant. The recent feasibility assessment of the wider site has confirmed the scope for housing and employment uses within the western strip of the site (LCR landownership). Access to the LCR land can be provided from Temple Mills Lane.

The inclusion of all of LCR's land provides an opportunity to maximise opportunities for delivering a comprehensive, integrated development which will yield a number of substantive benefits in terms of housing and affordable housing delivery, townscape improvement and environmental enhancements, as well as providing some employment uses.

LCR therefore considers that to meet the test of soundness (justified and positively prepared), the site allocation should be extended to include all of LCR's landownership. The allocation should also recognise the residential focus of the surrounding area and that any future employment uses on the site must take into account the future use of the site, the changing nature of the area and the scope to increase employment densities on the site.

Please do not hesitate to contact me should you require further information or clarification.

Yours sincerely

Enc.

Copy

REPRESENTATION FORM

Personal Information or Professional Details

Title	Ms	Mr / Mrs/ Ms / Miss / Other (please indicate)
Name	[REDACTED]	
Company/organisation	Lichfields	
Position	Associate Director	
Address	14 Regent's Wharf, All Saints Street, London N1 9RL	
Email	[REDACTED]	
If you are an agent, please indicate who you are representing	London and Continental Railways	

Your Representation

To which part of the Local Plan does this representation relate (please mark in the appropriate box):

Change Reference Number | C260: Vision | Policies Map

Do you consider that the Revised Local Plan is: (please mark yes or no in the appropriate box):

Legally Compliant? | Complies with the duty to cooperate? | Sound? | No

Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to co-operate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to co-operate or the soundness of the Local Plan, please also use this box to set out your comments. (Please continue on a separate sheet if necessary)

Vision (Change reference C260)

London and Continental Railways supports the proposed Vision for Sub Area 2: North Stratford and Elton Manor and the amended wording which recognises that "North Stratford and Elton Manor has become a thriving neighbourhood and an area of new high-quality housing" and that "it is a family focus area of vibrant new communities, a place for families to grow and stay." The character of this area has in part been established through the earlier zones of the Chobham Farm masterplan.

The Vision reflects the requirement to create a family neighbourhood envisaged in the Olympic Legacy SPG and reflects emerging schemes in the area, such as Chobham Farm, which will provide approximately 43 per cent family units.

In order to meet the soundness test (justified), this Vision to encourage a thriving neighbourhood and to promote residential use should be reflected in support for additional housing on new sites coming forward for the area and in the site allocations within Sub Area 2, including Site Allocation SA2.4, Chobham Farm North. This area clearly presents a significant opportunity for a continuation of the character and land use mix established at Chobham Farm and this should be reflected in the site allocations within the area.

If you would like to be added to our Planning Policy consultation database to be notified when the Revised Local Plan has been submitted for independent examination, notified of the Inspector's recommendation and the adoption of the Local Plan please tick the relevant box below to indicate your preferred method of notification.

Email



Post

Post and Email

Please indicate here if you wish to speak at the public hearing on this matter and outline why you consider this to be necessary.

No

FOR OFFICE USE ONLY (do not write in the boxes below)

REPRESENTOR NUMBER

ASSIGNED REPRESENTATION NUMBER

REPRESENTATION FORM

Personal Information or Professional Details

Title	Ms	Mr / Mrs/ Ms / Miss / Other (please indicate)
Name	[REDACTED]	
Company/organisation	Lichfields	
Position	Associate Director	
Address	14 Regent's Wharf, All Saints Street, London N1 9RL	
Email	[REDACTED]	
If you are an agent, please indicate who you are representing	London and Continental Railways	

Your Representation

To which part of the Local Plan does this representation relate (please mark in the appropriate box):

Change Reference Number C261: Area Profile Policies Map

Do you consider that the Revised Local Plan is: (please mark yes or no in the appropriate box):

Legally Compliant? Complies with the duty to cooperate? Sound? No

Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to co-operate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to co-operate or the soundness of the Local Plan, please also use this box to set out your comments. (Please continue on a separate sheet if necessary)

Area Profile (Change Reference C261)

In regard to the area profile set out at paragraph 11.1 of the draft Local Plan, recognition should be given to the fact that Zones 1, 2 and 4 of Chobham Farm have detailed planning consent and have been or are currently being built out. In addition, recognition should be given to later phases of the scheme coming forward and contributing to the new vibrant neighbourhood being developed in North Stratford.

In order to meet the test of soundness (justified) the text should be amended to state "The Chobham Farm development, providing new homes, open space and local retail use, is equally well underway. The first phase is completed and occupied and Zones 2 and 4 are currently under construction with Zone 4 due to be completed in 2019 and Zone 2 in 2020. London and Continental Railways is also seeking to bring forward part of Zone 3".

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Email Post Post and Email

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Personal Information or Professional Details

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Position	Associate Director	
Address	14 Regent's Wharf, All Saints Street, London N1 9RL	
Email	[REDACTED]	
If you are an agent, please indicate who you are representing	London and Continental Railways	

Your Representation

To which part of the Local Plan does this representation relate (please mark in the appropriate box):

Change Reference Number C266: Figure 34 Policies Map

Do you consider that the Revised Local Plan is: (please mark yes or no in the appropriate box):

Legally Compliant?	<input type="checkbox"/>	Complies with the duty to cooperate?	<input type="checkbox"/>	Sound?	<input checked="" type="checkbox"/> Yes
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Figure 34: Sub Area 2: key connections (Change C266)

LCR supports the amendment to Figure 34 to include the Chobham Farm North site and the inclusion of a connection along Leyton Road and through the site to link the site to areas to the north and south.

This reflects the opportunity for development of the Chobham Farm North site and the scope to provide a link between Liberty Bridge Road and Temple Mills Lane, both of which are identified on Figure 33 as 'key connections', and is in accord with the Plan objectives to improve connectivity along and across Leyton Road and between East Village, Chobham Farm, Maryland and Leyton.

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Email



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ASSIGNED REPRESENTATION NUMBER

REPRESENTATION FORM

Personal Information or Professional Details

Title Ms

Mr / Mrs/ Ms / Miss / Other (please indicate)

Name

[REDACTED]

Company/organisation

Lichfields

Position

Associate Director

Address

14 Regent's Wharf, All Saints Street, London N1 9RL

Email

[REDACTED]

If you are an agent, please indicate who you are representing

London and Continental Railways

Your Representation

To which part of the Local Plan does this representation relate (please mark in the appropriate box):

Change Reference Number

C273: Table 11

Policies Map

Do you consider that the Revised Local Plan is: (please mark yes or no in the appropriate box):

Legally Compliant?

Complies with the duty to cooperate?

Sound?

No

Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to cooperate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to co-operate or the soundness of the Local Plan, please also use this box to set out your comments. (Please continue on a separate sheet if necessary)

Table 11: Prevailing heights in Sub Area 2 (heights in metres above existing ground level) (Change C273)

London and Continental Railways considers that the prevailing heights for both Chobham Farm (site allocation SA2.1) and Chobham Farm North (site allocation SA2.4) should reflect the approved parameter plan for Chobham Farm (PP004 Rev L Maximum Height Parameters) and the scale and height of existing and emerging development within the immediate area which is up to 10 storeys (for example, Chobham Farm Zone 1 and East Village). It should also reflect recent planning guidance in the NPPF and draft London Plan on optimising development, whilst promoting high quality developments.

London and Continental Railways therefore considers that to meet the test of soundness (justified) Table 11 should be amended to state:

Chobham Farm 30 metres
Chobham Farm North 25 metres

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Post

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Position	Associate Director	
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Email	[REDACTED]	
If you are an agent, please indicate who you are representing	London and Continental Railways	

Your Representation

To which part of the Local Plan does this representation relate (please mark in the appropriate box):

Change Reference Number | C274: Site Allocation SA2.1 | Policies Map |

Do you consider that the Revised Local Plan is: (please mark yes or no in the appropriate box):

Legally Compliant?		Complies with the duty to cooperate?		Sound?	Yes
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Site Allocation SA2.1: Chobham Farm (Change C274)

London and Continental Railways supports site allocation SA2.1 for Chobham Farm for the comprehensive, phased, family-focused, medium density mixed tenure residential development with ancillary non-residential space (D1, A1-A5 and B1a) and local open space and the recognition that "the site allocation is expected to yield a minimum of 1,030 new homes (gross) with affordable housing being delivered in accordance with the current planning permission".

Continued on new page

If you would like to be added to our Planning Policy consultation database to be notified when the Revised Local Plan has been submitted for independent examination, notified of the Inspector's recommendation and the adoption of the Local Plan please tick the relevant box below to indicate your preferred method of notification.

Email	<input checked="" type="checkbox"/>	Post	<input type="checkbox"/>	Post and Email	<input type="checkbox"/>
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Please indicate here if you wish to speak at the public hearing on this matter and outline why you consider this to be necessary.	No
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REPRESENTOR NUMBER

ASSIGNED REPRESENTATION NUMBER

Site Allocation SA2.1: Chobham Farm (Change C274)

London and Continental Railways supports site allocation SA2.1 for Chobham Farm for the comprehensive, phased, family-focused, medium density mixed tenure residential development with ancillary non-residential space (D1, A1-A5 and B1a) and local open space and the recognition that *“the site allocation is expected to yield a minimum of 1,030 new homes (gross) with affordable housing being delivered in accordance with the current planning permission”*.

The site allocation reflects the 2014 planning permission (2014/0146/FUM) for up to 1,036 new residential developments (173 units in Zone 1 and up to 863 units in Zones 2 to 4) and 1,161sqm of commercial floorspace in Zone 1 and up to 4,900 sqm of commercial floorspace in Zones 2-4, with a further 2,000 sqm of commercial floorspace in Zone 5 (now partially allocated within Site Allocation SA2.4), plus car and cycle parking, open space and landscaping.

Detailed planning permission has been obtained for Zone 1 (173 residential units), Zone 4 (471 units) and Zone 2 (154 residential units) and it is anticipated that up to 238 residential units will come forward as part of Zone 3, in accordance with the planning permission and approved parameter plans.

In regard to the supporting development principles, account should be given to the approved parameter plans (PPO01 Rev L Zonal Boundaries; PPO02 Rev J Maximum Plot Areas; PPO03 Rev L Public Realm, Access & Amenity; and PPO04 Rev L Maximum Height Parameters) which set out the indicative location, layout and height of development blocks coming forward within the site allocation.

REPRESENTATION FORM

Personal Information or Professional Details

Title	Ms	Mr / Mrs/ Ms / Miss / Other (please indicate)
Name	[REDACTED]	
Company/organisation	Lichfields	
Position	Associate Director	
Address	14 Regent's Wharf, All Saints Street, London N1 9RL	
Email	[REDACTED]	
If you are an agent, please indicate who you are representing	London and Continental Railways	

Your Representation

To which part of the Local Plan does this representation relate (please mark in the appropriate box):

Change Reference Number | C277: Site Allocation SA2.4 | Policies Map |

Do you consider that the Revised Local Plan is: (please mark yes or no in the appropriate box):

Legally Compliant?		Complies with the duty to cooperate?		Sound?	No
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Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to cooperate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to co-operate or the soundness of the Local Plan, please also use this box to set out your comments. (Please continue on a separate sheet if necessary)

Site Allocation SA2.4: Chobham Farm North (Change C277)

London and Continental Railways (LCR) strongly supports the proposed new site allocation for Chobham Farm North for "mixed-use development, including family housing, external private or shared amenity space and provision of a link through the site into the Chobham Farm public open space to the south of Henrietta Street".

Continued on new page

If you would like to be added to our Planning Policy consultation database to be notified when the Revised Local Plan has been submitted for independent examination, notified of the Inspector's recommendation and the adoption of the Local Plan please tick the relevant box below to indicate your preferred method of notification.

Email	<input checked="" type="checkbox"/>	Post	<input type="checkbox"/>	Post and Email	<input type="checkbox"/>
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Please indicate here if you wish to speak at the public hearing on this matter and outline why you consider this to be necessary.	No
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REPRESENTOR NUMBER

ASSIGNED REPRESENTATION NUMBER

Site Allocation SA2.4: Chobham Farm North (Change C277)

London and Continental Railways (LCR) strongly supports the proposed new site allocation for Chobham Farm North for “*mixed-use development, including family housing, external private or shared amenity space and provision of a link through the site into the Chobham Farm public open space to the south of Henrietta Street*”.

The site allocation is immediately to the north of Chobham Farm Zones 1-4 and includes Zone 5 of Chobham Farm. It is identified within the Olympic Legacy SPG as an ‘Area of Change’ (along with the wider Chobham Farm site to the south). This area of Stratford has long been identified for the delivery of a ‘family-focused neighbourhood’, with the ‘gateway’ to this neighbourhood comprising Liberty Bridge Road, located between site allocation SA2.1 to the south and site allocation SA2.4.

Development of Chobham Farm North will help to establish the new gateway to the Chobham Farm neighbourhood and will help to complete and improve the public realm on the north side of Liberty Bridge Road. The proposed allocation also reflects the changing character of this part of North Stratford and the Mayor’s strategic direction to utilise appropriate sites for housing on the basis of a compact, optimal form of development.

The site presents a significant opportunity to contribute towards meeting the LLDC’s pressing housing requirement and contribute to the strategic policy objectives for the wider Chobham neighbourhood and the draft Local Plan’s aspirations to deliver 24,000 new homes over the plan period.

The proposed allocation is in accordance with Policy GG2 of the draft London Plan, which clearly states that to create high-density, mixed-use places that make the best use of land, Opportunity Areas, brownfield land, surplus public-sector land and sites well-connected to transport must be prioritised. It states that consideration should be given to such sites in order to intensify their use, to support additional homes and workplaces and promote higher density development, particularly in locations where well-connected to public transport, walking and cycling.

Supporting development principles

LCR supports the proposed development principles (un-numbered) for site SA2.4 which state that any new development will be expected to:

- 1 Minimise impacts on residential amenity from the railway line to the west and the adjoining community building to the north;
- 2 Provide a safe pedestrian crossing route over Henrietta Street between the site and the Chobham Farm site allocation development (SA2.1);
- 3 Improve public realm and street scene of Leyton Road through design of the development and improvements to the street; and
- 4 Provide a stepped transition in scale and massing in relation to East Village.

In regard to point 3, account should be given to the Leyton Road Study, approved as part of the Chobham Farm planning permission, which identifies potential streetscape improvements, planting strategies and potential for improved pedestrian links.

Under point 4, consideration should be given to the scale of other development coming forward in the area (e.g up to 10 storeys in Prospect East (Chobham Farm Zone 1) immediately to the south) and to draft Policy D6 of the draft London Plan which states that development proposals must make the most efficient use of land and be developed at the optimum density, taking account of a site’s context, connectivity/accessibility and the capacity of the surrounding infrastructure.

LCR then considers that a further point should be added to reflect opportunities to create a link northwards to Drapers Field and to the wider Leyton neighbourhood, as the site is considered key to connecting the existing neighbourhoods in Leyton to the new neighbourhoods of North Stratford through a high-quality design and landscape. This would reflect the linkages shown in Figure 34 of the draft Local Plan.

In regard to the fifth (un-numbered) point, LCR supports the proposed allocation which assumes a minimum of 200 residential units within the allocated site. A capacity study undertaken by Adam Khan Architects (October 2018) suggests that up to 400 units could be provided on the site if all of the land included within the wider site boundary (i.e. up to Temple Mills Lane) is included.

The allocation also refers to an affordable housing threshold of 50 per cent on public sector land in accordance with the draft New London Plan (2017). Recognition should be added to the fact that any private land coming forward within the site allocation would be expected to provide 35% affordable housing.

The allocation refers to the existing use of the site as part D1 use, B1 and B8 uses. The allocation should acknowledge the changing character of the area to a residential neighbourhood, where it would not be appropriate to include certain B1/B2/B8 uses. The site allocation should acknowledge that any employment uses on the site should take account of the future use of the site and the scope to provide smaller scale commercial uses which can co-locate with residential areas, complementing and enhancing the residential neighbourhood, and the scope to increase employment densities. In this respect, light industrial or office use (B1a/B1c) could be appropriate.

Phasing and Implementation

LCR supports the comprehensive development of the site in a phased manner to reflect current ownership and land use on the site. LCR supports the recognition that delivery on site is expected in three phases, from 2020 onwards, to reflect current site ownership.

Relevant Planning History

The relevant planning history should refer to the western part of the site being part of the hybrid planning permission (Zone 5), not the eastern part.

Extension of the site allocation

The current allocation only shows the southern part of the area bounded by Liberty Bridge Road, Temple Mills Lane, Leyton Road and the railway as allocated for mixed use redevelopment. LCR notes that the draft London Plan identifies the whole site as part of a wider 'Opportunity Area', to fully utilise its growth and regeneration potential. LCR therefore considers that in order to meet the test of soundness (positively prepared and justified) and to reflect the Vision and objectives for sub area 2, the site allocation should include the whole of LCR's land which was previously included as Zone 5 of the Chobham Farm development and already has extant permission for 2,000 sqm of B1/A2 uses (pending consideration of the development opportunities of the wider urban block), in accordance with the planning permission and approved parameter plans for Chobham Farm.

The LCR land is capable of being developed on its own without the adjoining land or as part of a comprehensive development and can be brought forward early as it is currently vacant. The recent feasibility assessment of the wider site has confirmed the scope for housing and employment uses within the western strip of the site (LCR landownership). Access to the LCR land can be provided from Temple Mills Lane.

The inclusion of all of LCR's land provides an opportunity to maximise opportunities for delivering a comprehensive, integrated development which will yield a number of substantive benefits in terms of housing and affordable housing delivery, townscape improvement and environmental enhancements, as well as providing some employment uses.

LCR therefore considers that to meet the test of soundness (justified and positively prepared), the site allocation should be extended to include all of LCR's landownership. The allocation should also recognise the residential focus of the surrounding area and that any future employment uses on the site must take into account the future use of the site, the changing nature of the area and the scope to increase employment densities on the site.



**Canal &
River Trust**
Making life better by water

LLDC Ref: PRN.034

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Monday 17 December 2018

Dear Sir / Madam

LLDC Local Plan Review – Regulation 19 Consultation

Thank you for your consultation.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

Our waterways, including the adjacent towpaths, provide important areas for recreation, biodiversity, sustainable transport (with a related air quality benefit), business, tourism, a focal point for cultural activities and, increasingly, a space where Londoners are choosing to live. They can also provide a resource that can be used to heat and cool buildings, a corridor in which new utilities infrastructure can be installed, a way of sustainably draining surface water away from new developments and providing non-potable water. We would welcome on-going engagement with the LLDC and developers about the wide range of opportunities that our waterways provide.

The Trust continues to welcome the LLDC's recognition of the importance of the area's waterways to its character, function and attractiveness as a place to live, work and visit. We agree with the LLDC that the continued enhancement of the waterways represents an important opportunity (para 2.6). Appropriate development alongside our network is key to ensuring that local distinctiveness is maintained. This includes ensuring that landscaping reflects the industrial heritage of the waterways. We, therefore, welcome the ongoing commitment in the same paragraph to "creating high quality buildings and places, which have inclusive design and maintain and build upon existing local character".

We welcome the recognition of the opportunity (in para 2.6) to continue to build on the existing low-carbon, drainage and other infrastructure, including heating and cooling networks. We believe that the Trust's waterways can play an increasingly important role in this.

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The Trust does not have any fundamental soundness concerns about the revised LLDC Local Plan. However, we wish to suggest a number of amendments that we believe could result in better planning outcomes, if accepted as minor modifications. These are set out below.

Policy B.3

We have no objection to the principle of supporting appropriate interim uses on development sites. However, we suggest that as well as ensuring that the uses have no unacceptable adverse impacts on the amenity or function of the existing permanent business or residential community, interim uses should avoid adverse impacts on, and where possible enhance, green and blue infrastructure and the enjoyment of them by users.

We suggest that the following is added to the policy as point 6:

“The uses will have no unacceptable adverse impacts on green and blue infrastructure and their users’ enjoyment of them. Where appropriate, enhancements will be required”.

Employment Allocations

Allocation B.1a3 states “Only where new industrial uses providing consolidated and intensive, high quality and sustainable facilities minimising the environmental, visual and amenity impacts of the site are provided will the introduction of other new uses be supported”.

Whilst we welcome this, we question why the other employment allocations do not include a similar test of the impact on the environment and amenity, given that other employment site allocations also include support for intensification. We suggest that amendments are made to address this.

Policy H.1: Providing a mix of housing types

The Trust’s waterways in London are increasingly playing a role in meeting London’s development needs. Over the past 7 years the number of boats on the Trust’s London waterways has increased significantly, from 2164 in 2010 to 4786 in 2017 (121% growth). Over this period, the number of boats without a home mooring, i.e. those that should be continuously cruising the network, has more than quadrupled (417 in 2010 to 1906 in 2017). We have published a London Mooring Strategy to respond to this growth but we need to work with other organisations, in particular the public sector, to achieve its aims.

The Trust would be keen to discuss any assessment that the corporation proposes to take to meet the requirements of section 124 of the Housing & Planning Act on behalf of the four boroughs (i.e. requirement for housing authorities to “consider the needs of people residing in or resorting to their district with respect to the provision of places on inland waterways where houseboats can be moored”).

Policy SP.3

We continue to support the recognition that “regeneration, especially in the places that surround Queen Elizabeth Olympic Park, presents opportunities to maximise green infrastructure by integrating new development with waterways and green space and by protecting, extending and enhancing the existing green infrastructure network, local wildlife corridors and the East London Green Grid”.

Policy BN1

We welcome the change to policy BN1, which would see developments needing to “respect and enhance” landscape features rather than “relate well to” them. We believe that this greater clarity is consistent with para 16(d) of the NPPF and, in the context of the area’s waterways, is consistent with their status as heritage assets.

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Policy BN.2

We welcome retention of this policy, which, in combination with other policies in the plan, will help to protect and enhance the waterways of the area. We are pleased that the LLDC continue to see the benefits of specific planning policies for the waterways.

We would like to see an additional point added to this policy that acknowledges how important protecting essential waterway infrastructure is to the creation of distinctive waterway environments. This could encompass a range of issues, including the protection of the stability of lock chambers, for example, when construction and demolition activities are taking place adjacent to them, to the continued operation of assets like Bow Free Wharf. We suggest that the following is added to the policy as point 8:

“8. Protect essential waterway infrastructure”.

We believe that this would complement policy S.11, which relates to improvements to river walls.

We suggest that reference to the Trust’s London Mooring Strategy (see above) should be included within the supporting text to this policy and that it should be read alongside the map on p91.

We welcome the reference to the TCPA Policy Advice Note on Inland Waterways in para 6.13. The Trust is hoping to publish an update to this in 2019.

Policy BN4

We welcome the changes to this policy. However, we suggest that as well as “an active street frontage” being a requirement in point 10, active frontages to all public realm should be a policy aspiration where this is consistent with the character of the area. We suggest that point 10 should be amended as follows:

“10. Generate an active street and, where appropriate, public realm frontage.”

Policy BN5

We welcome the retention and enhancement of the policy on tall buildings.

Policy T4

We continue to welcome the encouragement for use of the waterways and their towpaths. We also support the need to manage conflicts by design. In some busier areas, it may be necessary to provide alternative routes for, for example, commuter cyclists.

We suggest that behaviour change campaigns and community engagement projects are likely to be needed as well. Where substantial new developments are proposed in areas with high potential for conflicts between towpath users and the issues cannot be managed by design, we suggest that developer contributions towards these would be appropriate.

Para 7.18

We note that para 7.18 continues to identify rivers as a barrier to movement. Many new bridges have been delivered or are to be delivered across the LLDC area. Given this, we question the extent to which this remains a significant issue. We suggest that, in keeping with other sections of the plan, this paragraph should provide a more balanced commentary on waterways, which recognises the extent to which they are attractive walking and cycling corridors. If development sites on, and alongside, them are well designed, they can create the opposite, and be a focal point and a setting for bringing communities together. Improvements at Carpenters Road, Old Ford Lock and activation along the Lee demonstrate this.

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An important factor in encouraging the use of towpaths is the quality of connections to them. We note that the Infrastructure Delivery Plan includes a number of schemes to provide this. It also includes a number of proposed bridge crossings. It is important that, as well as considering the impact of a bridge crossing on the canal environment, the means of access/egress between new bridges and the canal towpath is of high quality. We have previously expressed concerns about the way that the ramp from the proposed H16 bridge will deliver pedestrians and cyclists onto the towpath at the point of cobbled dock ramps, for example. Where new bridges are delivered, there should be an expectation that high quality links from the route crossing the waterway to its towpath are provided.

Policy T10

We support the retention of this policy and the changes made, which make it clear that a range of improvement projects will be supported and that safety of access will be a key consideration.

We note that the policy states that the LLDC will facilitate the introduction of a range of moorings and other waterway-related infrastructure. The Trust has published a London Mooring Strategy, which seeks to identify locations where these are needed. We suggest that, if a reference to the London Mooring Strategy is not included within the supporting text to policy BN.2 then it could be included here. We would welcome further discussions with the Corporation about the implementation of this and ongoing support for securing contributions from developers, where appropriate.

Policy S1

The Trust is committed to promoting the many wellbeing benefits of our waterways, including their use for active travel, the opportunities they provide for recreation, opportunities for volunteering or simply the mental health benefits of time spent by water. We welcome policy S1 but suggest that it should be amended so that waterways are included within the list of facilities that developers should provide information on. We suggest that the policy is amended as follows:

“...This should include information on access to schools, health services, community facilities, leisure activities, local shops and services, waterways, parks and publicly accessible open spaces.”

We note that the benefits of waterways are referenced in para 8.4.

Policy S2

We welcome the reference to exploiting local energy resources in point 3 of the energy hierarchy. However, we question whether its position in the hierarchy is consistent with policy SI2 of the London Plan, which places it in position 2, above “maximise opportunities for renewable energy by producing, storing and using renewable energy on-site”.

The Trust considers that, where appropriate, its waterways should be seen as a local energy resource that can be used for heating and cooling. Our waterway network was included in the National Heat Map produced by the Department of Energy & Climate Change (now Department for Business, Energy & Industrial Strategy) and it provides an overview of the opportunity that exists in London. The technology required to deliver cooling from canal water is already successfully used in London. Beyond simply using the thermal energy in the water, once temporarily extracted, it can be used as a means of transferring heat from heat-generating developments to developments in need of heat.

We question why the Infrastructure Delivery Plan focuses on expanding the area’s decentralised energy network but it does not include any firm proposals to incorporate less carbon generating energy sources than the current combination of gas, oil and biomass. We would welcome further discussions with the corporation about the role that the Trust’s waterways can play in this or in serving individual development sites.

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Para 8.13

We support the recognition that smaller-scale projects that help to separate foul and surface water drainage will also be important to help address water quality within the River Lee and associated watercourses.

Para 10.9

We welcome the recognition in para 10.8 that new bridges that have been delivered or planned over the Lee Navigation mean that it is no longer a significant barrier to movement in the Hackney Wick & Fish Island sub-area. We suggest that para 7.18 should be amended so that it is consistent with this.

We also suggest that the map on p180 should show the Hertford Union Canal towpath in this area as a key off-road connection to be enhanced. Much of this improvement is to be delivered through the consented Wickside development but there are additional enhancement that are required here. We would suggest that this should also be included in the Infrastructure Delivery Plan.

Policy SA3.2 – Stratford Waterfront North

We welcome the need to “design to take into account waterside setting”. We suggest that regard should also be had to the setting of local heritage assets, such as Carpenters Road Lock.

Sub Area 4 - Policy 4.2

We note the aspiration for a new bridge across the Bow Back River. This bridge would cross the Trust’s property and, as with all bridges where this is the case, it would require an agreement to be reached with us prior to development. The consent of Defra is also likely to be required. To date, little consultation with the Trust has been carried out.

Site Allocation SA4.5 – Bow Goods Yard

We note that the policy requires a “strong relationship and connections to” the River Lea if land in the SIL is released for residential development. We welcome this principle (but we suggest that it should read “River Lee Navigation” rather than “River Lea”). We are concerned, however, at the impact that intensification of industrial uses on these sites to enable a release of land for residential development may have on the character of the waterway in this area, especially given that the rail infrastructure on the eastern site runs alongside the waterway. We suggest that this section of the policy should refer back to the need for proposals to accord with policies BN1 and BN2.

We believe that the aspiration for a significant biodiverse open space buffer along the waterway edge should be balanced alongside the opportunity to bring more activity and natural surveillance to the waterway and its towpath.

Infrastructure Delivery Plan

We note that the Infrastructure Delivery Plan (IDP) does not form part of the Local Plan. However, it is an important document in the evidence base of the plan and the CIL Charging Schedule, as well as the implementation of both. We welcome the fact that there are a number of infrastructure improvements that relate to the Trust’s waterways and we look forward to working with the Corporation on appropriate implementation schemes. We suggest that the following should also be added:

1. Improving the connections to the towpaths of the River Lee Navigation and Hertford Union Canal from White Post Lane, which is awkward both in terms of the ramp, but also the connection with the road. We note that this is identified as a “key connection” in the Sub Area 1 section.
2. New access ramp to the towpath at Three Mills Lane.

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We note that a Principal Connection Improvement across Old Ford Lock appears to be shown on p180 of the revised Local Plan. This doesn't seem to be included within the IDP but an upgraded bridge over the Old River Lea in this area is included. We would be keen to discuss options for both bridges in this location. The Old Ford Lock bridge (known as Bridge 10) is owned by the Trust and intended only for staff access to the lock island. However, it is heavily used by the local community as an important connection. It is currently very narrow and will become more intensely used as the area becomes more populated and towpath visitors increase, especially cyclists.

In addition, we suggest that there are sections of towpath in the Corporation's area that could benefit from improvements by way of resurfacing and/or widening. Under-bridge lighting may also be appropriate in some locations. The Trust is keen to build support for a Lee Navigation Quietway, encompassing projects such as these and improved access points. We provided detail on this in our response to the regulation 18 consultation. We have previously suggested that this should be included within the Infrastructure Delivery Plan as a sustainable transport scheme that will support the development in the Corporation area.

As set out above, we believe that a project to secure less carbon-generating sources for the area's energy centres should be included in the IDP.

We note that whilst the references to a new link across the Hertford Union Canal bottom lock have been removed from the Local Plan, following our previous comments that this had been considered and not found to be feasible, this remains within the IDP at project 45.

Yours faithfully,

 MRTPI
Planning Manager South & South Wales


<https://canalrivertrust.org.uk/specialist-teams/planning-and-design>

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13 December 2018

Dear Sir / Madam

REVISED LOCAL PLAN – REGULATION 19 PUBLICATION DRAFT

I am writing on behalf of our client National Grid Property (NGP) in order to make representations in relation to the above document. The representations are made in the context of NGP's landholding in Stratford, namely the gasholder site on Rick Roberts Way.

This site features as the south-eastern corner of the Site Allocation SA3.6: Rick Roberts Way in the adopted and emerging Local Plan.

The Legacy Corporation will be aware that NGP has formed a joint venture company with the Berkeley Group called St William Homes. St William has been established to lead regeneration of redundant gaswork sites in London and the south-east. The aforementioned site is currently under consideration by the joint venture, which has the ability to deliver a significant number of new homes and community benefits. St William is also submitting representations to the Regulation 19 Publication Draft.

Our representations on the scope of the Local Plan Review are set out further below in this letter and we have also attached the necessary forms required to support our representations. Overall, we welcome the opportunity to provide comments on the scope of the Local Plan Review. However, from a NGP land ownership perspective it is vital the Legacy Corporation understands that viability is the biggest challenge on these sites and this is a key theme in our representations.

As stated on our submitted forms, there are no issues in terms of legal compliance or with the duty to cooperate. We have reference below (and on our forms) where we consider the Plan to currently be unsound and why.

C64 - Strategic Policy SP.2 (Maximising Housing and Infrastructure Provision within New Neighbourhoods)

This policy (as amended) forms the key strategic policy for the delivery of new housing in the Legacy Corporation Area. The proposed changes now seek a variety of types and tenures as well as maximising housing delivery through a minimum of 35% and 50% on a habitable room basis (in line with the new Draft London Plan Policy H6). As highlighted above, the redevelopment of NGP's site will incur significant abnormal costs and this means a flexible approach should be emphasised in Policy SP.2 regarding affordable housing numbers, tenure and mix.

The imposed 'minimum' target is deemed to be unsound as it is not justified or effective, as it is important for flexibility to be applied to viability of certain schemes, particularly where there are high abnormal costs.

C71 - Policy H.1 (Providing for and Diversifying the Housing Mix)

This policy sets out the proposed mix of dwellings for new developments in the Legacy Corporation area. As outlined within our previous representations for NGP, the gasholder site at Rick Roberts Way requires substantial works to remediate the land and remove the existing gasholder infrastructure – all of which represent significant abnormal costs in the development process. Therefore, it is important there is as much flexibility as possible in planning policy terms to ensure that a viable development can come forward on this site. Hence we believe this policy should take better account of the need for flexibility on a site by site basis for determining the mix of dwellings based on a design and viability led approach.

New comments relating to diversifying the range of housing provision to secure an appropriate mix of housing and accommodation are welcomed. However, the continued focus on meeting a specific mix in paragraph 1 of this policy is considered to be inflexible and as a result makes the Plan unsound as it is not effective in terms of providing deliverable and viable schemes.

C303 - Site Allocation SA3.6 (Rick Roberts Way)

This policy sets the framework for the redevelopment of the land west of Rick Roberts Way which includes NGP's gasholder site. This identifies the site for a comprehensive, mixed use development. With regards to residential uses, SA3.6 seeks a minimum of 750 homes and an affordable housing threshold of 50% across a portfolio of site allocations (SA3.2, SA3.5, SA3.6 and SA4.3). To enable deliverability of the NGP site it is necessary to consider the developments viability when seeking an appropriate level of affordable housing.

Whilst we agree with the supporting principle which states that development should plan for the associated costs of remediation of the site, we strongly emphasise that due to the high remediation costs associated with the site and in order to make it deliverable, high density housing should be a priority here. The reference to a minimum of 750 units is a welcome addition to the policy and it is considered that high density schemes should be considered here in order to make best use of brownfield land.

It is of paramount importance for the LLDC to build flexibility into its Local Plan to take into account sites that are likely to incur significant costs in being brought forward.

The reference in the policy of a 50% threshold for affordable housing in the policy appears to assume that this is all public land. It should be noted that a significant proportion of the site in the south eastern corner belongs to NGP and therefore, should not be directly subjected to this affordable housing policy requirement.

While it is important to provide a comprehensive approach for redevelopment, it is simultaneously vital to understand the commercial imperatives NGP face in terms of removing its surplus gasholders and delivering successful regeneration schemes. Therefore, SA3.6 should allow for the gasholder site to come forward separately from the rest of the allocation with its own access. This would allow NGP's site to still deliver much needed housing even if there were delays to the delivery of the wider area. It is important to ensure that the NGP land could come forward in isolation or with the wider site as necessary.

SA3.6 also seeks development for educational uses including the provision of a primary school and open space. **Table 6 (Planned Schools Provision)** identifies potential for a Primary School at Rick Roberts Way. This was previously identified in 2015 Local Plan as potential school site. The proposed change states that this site may be required in second half of Plan Period, and if there is such requirement, this will be identified at the time based on monitoring of need.

Given the significant land take the proposed school requires in this allocation, it is important to review whether the school is still required in part or at all, dependent on the provision of other school places in the local area. Should it be found that there is a surplus of school places in the local area and the proposed

school is no longer necessary then the land should be reallocated for housing to help the Legacy Corporation meet its ambitious housing targets. Consequently, the flexible references to the potential requirement for a primary school within the policy are welcomed.

In addition, it should also be noted that should a school be required that this should not be located on the NGP land – the site is constrained and costly to redevelop and therefore, it is vital that any development that comes forward on the site can be delivered from a viability perspective.

It is noted that the draft policy seeks to constrain height to 30m. This has been reduced from 31m in the adopted plan. NGP contend that building heights for the site should be established through an iterative design process. This will ensure that the brownfield land available will be optimised in line with national policy.

NGP welcomes the recognition in the site allocation that remediation will need to be considered in the costs of development and as previously mentioned these costs should be recognised in planning policy terms by allowing as much flexibility as possible in terms of things like affordable housing and tenure and dwelling mix to ensure a viable development.

As a result of the above comments on the affordable housing percentage and the need for the NGP land to potentially come forward in isolation, it is considered that the wording of this site specific policy is currently unsound as it is not justified – as currently worded it is considered that this is not the most appropriate strategy to take the site forward.

Conclusion

We look forward to working with the Legacy Corporation to progress the Local Plan Review going forward and we strongly recommend the Legacy Corporation continue to support the allocation of the Rick Roberts Way gasholder site.

I trust you will find these representations to be clear. However, please do not hesitate to contact either myself or [REDACTED]

In the meantime, I would be grateful if you could continue to keep us informed of progress in relation to the Local Plan Review and any other planning related documents.

Yours faithfully

[REDACTED]

[REDACTED]

Transport for London



LLDC Ref: PRN.036

17 December 2018

Our Ref: CD Planning/LB/RS/LLDC Review
Your Ref:

Planning Policy
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Transport for London
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Dear Sir / Madam,

LLDC Local Plan Review (Regulation 19)

Thank you for the opportunity to comment on the Local Plan Review.

TfL is a significant land owner in the London Legacy Development Corporation (LLDC) area. Please note that our responses below represent the views of the Transport for London Commercial Development (TfL CD) planning team in its capacity as a landowner only, and do not form part of from any representations that may be made by TfL in its statutory role as the strategic transport authority for London or in respect of land-use planning and transport policy matters.

TfL CD Objectives

TfL owns around 5,700 acres of land across London, including buildings, land attached to tube, railway and bus stations, highways and work-sites. Following cuts to TfL's government grant, and in a continuing period of public sector austerity, we are looking at ambitious and creative ways to make the most of our commercial estate. In doing so, our key objectives are to meet the Mayor of London's twin targets of delivering significant long-term revenues from development to reinvest in the transport network and providing new housing and, importantly, genuinely affordable homes across the capital.

TfL CD has been set an ambitious target by the Mayor to commence the development of 10,000 new homes in London by March 2021; at least 50% of these new homes must be genuinely affordable. TfL CD has identified a number of sites within the area covered by LLDC with the potential for residential led, mixed-use development which could make a significant contribution towards meeting borough/LLDC and TfL housing targets.

Transport for London



We have prepared an ambitious commercial strategy that considers our entire estate. TfL owns or controls land with significant potential to contribute towards new homes, affordable housing, workspace and transport improvements in the LLDC area.

Given TfL CD's land interests in the area and the major benefits that development can deliver, particularly in terms of new housing provision, it is critical for there to be a Local Plan in place that will enable such opportunities to be optimised.

TfL CD Representations

Our representations in respect of the Draft Local Plan (regulation 19) are set out below. Our representations and comments are intended to identify opportunities for modifications to the Local Plan which would enable TfL CD's housing and commercial objectives to be met.

Developing Business Growth, Higher Education and Training

Policy B1: Developing Business Growth, Higher Education and Training

It is welcome that this policy promotes the potential for intensification of industrial land and the co-location of business / employment uses with residential. While these policies refer specifically to industrial land we also believe that there are similar opportunities for the co-location of housing development with transport infrastructure e.g. 'over station development' at railway and bus stations and depots, which should also be included in the Local Plan.

Such development typologies would optimise residential development in areas of high transport accessibility in line with the draft London Plan (DLP) Policy D6 'Optimising Housing Development' and the National Planning Policy Framework 2018 (NPPF paragraphs 102b, 106, 123 and 127), and would support TfL and LLDC in meeting housing delivery targets. We believe that this policy should recognise the opportunities to co-locate transport infrastructure and residential development, particularly in the form of 'over station developments.'

Policy B.1: Location and maintenance of employment uses

It is welcome that this policy *directs large-scale office uses towards the Metropolitan Centre*. TfL is proposing to bring forward a million sq ft of office accommodation on a suitable site above Stratford bus station which would make a significant contribution to meeting the 26,200 job target for the international quarter in Stratford. Further information on this proposed development can be found in Policy 3.2 Improving Connections Around Central Stratford.

Policy B2: Town, Neighbourhood and Local Centres2



We are supportive of the broad aims of this policy and the alterations made to paragraph B2.6 to allow a more positive approach to promoting the optimisation of housing in appropriate locations in the LLDC area, which is in line with our representations made to the previous LLDC Local Plan consultation. However, we believe that the policy could go further to promote mixed use development residential led residential development in town centres, particularly adjacent to or above transport infrastructure.

Policy B3: Creating Vitality Through Interim Uses.

We are supportive of the recognition that interim uses can play a role in creating vitality in areas. However, this policy does not recognise the opportunity that 'meanwhile sites' can play in the provision of housing. The provision of modular housing on meanwhile sites is encouraged by DLP policy H4. These modular developments are of high quality and can be used to meet specific housing needs on sites where permanent development is unlikely to come forward in the short term.

Providing Housing and Neighbourhoods

Strategic Policy SP.2: Maximising housing and infrastructure provision within new neighbourhood

It is welcome that the draft Local Plan has now been updated to reflect the DLP targets of 2,121 units per annum and that affordable housing policy is in line with the threshold approach taken in the DLP.

H.1: Providing for and diversifying the housing mix

We are supportive of the proposed policies around housing mix and the recognised need to provide 1, 2 and 3 bed units in line with the SHLAA. These types of units can be incorporated into all development typologies including mixed use developments and development should particularly be optimised on sites with high transport accessibility in line with the DLP policy D6 Optimising Housing Development and NPPF paragraphs 102b, 106, 123 and 127.

H.7: Build to Rent

We are supportive of the draft Local Plans position on the delivery of build to rent developments which is in line with the DLP H13 'Build to Rent.'

The policy states that to qualify for the Fast track route for build to rent development the *"tenure mix should consist entirely of Discounted Market Rent with 60 per cent being offered at a discount equivalent to London Affordable Rent, 30 per cent as London Living Rent and the remainder offered at equivalent rates to other intermediate housing offers."* While this target is in line with DLP Policy H13 'Build to Rent', in practice this will be a large impact on development viability and it is likely



that many developments will not be able to qualify for the fast track approach. It would be welcome if greater clarity on Build to Rent viability Greater clarity is

Creating a High Quality Built and Natural Environment

BN.5 Proposals for Tall Buildings

We are supportive of the aims of this policy and the flexibility it brings to assessing the suitability of tall buildings in individual locations. The definition of tall building is set out as “*as those buildings that are higher than a Sub Area’s prevailing or generally expected height*” and the prevailing heights for different local plans areas are set out in tables 7-11 of the plan. While we are in general agreement with the heights in the areas listed in the Local Plan there is a need to assess the suitability of tall buildings in the LLDC area on a case by case basis. TfL is bringing forward potential developments in the LLDC area which have excellent connections to public transport and development on such sites should be optimised in line with the objectives set out in the DLP and NPPF.

Securing the Infrastructure to Support Growth

TfL’s statutory response will be commenting on the transport elements of the Local Plan

Section 2 – Area Policies and Site Allocations

Sub Area 3: Central Stratford and Southern Olympic Park

TfL CD supports the Development Corporation’s broad aims in respect of Sub Area 3. This includes the objectives to deliver 11,000 homes (including affordable homes) in the period to 2036 in line with the London Strategic Housing Land Availability Assessment 2017.

Policy 3.2 Improving Connections Around Central Stratford

It is very important that connections are improved around Central Stratford and we support the objectives of policy 3.2. This includes the provision of a new southwestern entrance to Stratford station. A new entrance will improve the accessibility of the Carpenters Estate, raising its PTAL level and making it suitable for the optimisation of residential development. Detailed responses regarding connectivity and public transport will be provided in the TfL separate statutory response.

Site Allocation: SA3.4: Greater Carpenters District



TfL CD supports the continued allocation of the Greater Carpenters District with a focus on optimising residential development to deliver 2,300 homes throughout the plan period. The site allocation notes that the District already benefits from strong PTAL scores of 4-6b, which will increase as a result of improvements in access to Stratford station. This site allocation can play a significant role in meeting housing targets within the wider LLDC area.

TfL's land ownership around Stratford station includes a site to the east of Gibbins Road, in the north-east corner of the SA3.4 allocation (see attached plan, Appendix A – 'Land by Gibbins Road'). Given this site's excellent levels of public transport accessibility, we consider high quality, high density development would be appropriate on this site (including a high proportion of genuinely affordable housing). We believe that the policy could specifically reference this site as being suitable for residential led development. In cooperation with our colleagues in TfL Spatial Planning, TfL CD will ensure that development proposals compliment the delivery of a new southwestern entrance to Stratford station and not preclude the future delivery of a new western overbridge as part of an integrated congestion relief scheme.

Further to the above, we believe that the Stratford Metropolitan Centre should be extended to include the TfL land holdings on Gibbins Road site in the Stratford Metropolitan Centre, which is identified as suitable for taller buildings within the Local Plan. Given the site's excellent existing and future potential accessibility to Stratford station, and proximity to existing tall building clusters, policy should recognise that high quality, high density development in the form of a tall building would be an appropriate means of optimising residential capacity in this location in line with the objectives of the DLP D6 'Optimising housing development and NPPF paragraphs 102b, 106, 123 and 127),

Proposed Allocation: Stratford Bus Station

TfL CD supports the inclusion of Stratford Bus Station (and the associated pedestrian square) in the Stratford Metropolitan Centre. TfL commercial development are currently considering the opportunity to redevelop the bus station to provide an improved facility which would be co-located with a new office development of approximately a million sq ft above the station in order to realise the potential of this accessible site. The redevelopment of Stratford Bus Station, one of the busiest in London, would provide opportunities to improve services for passengers, to provide better public space, and to improve the interchange with Stratford Underground, DLR and Regional Station. Office development would help meet employment targets within the LLDC area.

TfL CD would suggest that this site should be allocated for transport infrastructure and employment provision. We look forward to engaging with the Development Corporation as we take forward our development proposals.

Please refer to the Stratford Bus Station site plan (Appendix A – LBSL Leasehold, Stratford Station).



Sub Area 4: Bromley-by-Bow, Pudding Mill, Sugar House Lane and Mill Meads

Site Allocation SA4.3: Pudding Mill

TfL CD supports the continued allocation of Pudding Mill for mixed-use development including residential development.

TfL's land ownership within the site allocation includes Pudding Mill Lane DLR station and some adjoining land (please see plan in Appendix A – Pudding Mill Lane Station). This may be suitable for an over-station development project (OSD). An OSD in this location, and development around the station, would play a significant role in the creation of a local centre and would include active town centre uses on the ground floor along with a significant amount of residential development above.

The map on page 245 is unclear on whether the Pudding Mill Lane DLR station is included within the boundary of the site allocation. It is critical for this essential infrastructure to be included as it has a strong functional relationship with the area and has the potential for a landmark development. Residential development in such close proximity to a station should be optimised in line with policy in the DLP and NPPF, and we believe that text should be amended to recognise the development potential of Pudding Mill Lane DLR. We also suggest that the boundary of this site allocation should be clarified to include the DLR station site and TfL ownership in its entirety.

The Map on page 245 also shows that the Pudding Mill Local Centre Designation does not extend as far as the DLR station. The site allocation text acknowledges the DLR Station's role in creating the local centre and given the station's strong functional role in the local centre and the potential for housing and commercial development focussed at the station, TfL CD suggests that the Local Centre boundary should be extended accordingly.

Concluding Remarks

We hope that these representations are useful and we look forward to working collaboratively with the LLDC into the future to deliver residential led mixed use development in highly accessible locations to meet housing need in the borough. Please do not hesitate to contact me or my colleague [REDACTED] if you have any further questions

Yours faithfully,



Appendix A – TfL Site Plans

1. GIBBINS ROAD AND STRATFORD BUS STATION
2. PUDDING MILL LANE

**London Legacy Development Corporation Local Plan Review
Representations on behalf of [St William Homes]
Land at Rick Roberts Way. Site SA3.6.**

In response to proposed changes:

Change Reference	Policy/Paragraph Reference
C9	General conformity with New London Plan.
C17	Delivering 50% affordable housing across its portfolio of other sites.
C26	B.1: Location and maintenance of employment uses.
C33	Clusters (non designated employment land).
C34	Outside Clusters – maintenance or re-provision of employment capacity.
C39	Table 3 Employment Clusters B.1b8 Rick Roberts Way North.
C62, C63	Para 5.1 Housing requirement to 2036.
C64	SP.2: Maximising affordable housing delivery.
C67	Housing Trajectory.
C68	New para 6.5: affordable housing thresholds, public sector land and industrial land.
C70	Figure 9: Housing Trajectory.
C71	Policy H1: Providing for and Diversifying Housing Mix.
C84, C85	Delivering affordable housing. Application of mayor's fast track and viability tested routes to maximise affordable housing.
C137	Table 6: Potential for school at Rick Roberts Way.
C181	BN.16 new BN.17 Conserving heritage assets.
C184	Planning obligations and CIL.
C199	Policy T8: car free development and provision in line with new London Plan standards.
C303	SA3.6 Site Allocation land at Rick Roberts Way.

1.0 Summary and Overview

- 1.1 These representations are submitted on behalf of St William Homes LLP ('St William') in response to the Regulation 19 consultation by the London Legacy Development Corporation (LLDC) Local Plan Review (LPR).
- 1.2 Established in 2014, St William is a joint venture between the Berkeley Group and National Grid Property ('National Grid'). The partnership combines National Grid's extensive portfolio of surplus brownfield sites across London and the South East with the Berkeley Group's design expertise and proven track record of delivery to create high-quality residential and mixed use developments.
- 1.3 St William has an interest in the former Abbey Lane Gasworks off Rick Roberts Way ('the Site'). The Site is situated in the London Borough of Newham (LB Newham) but falls within the area administered by the LLDC for planning purposes. The site falls within site allocation **SA3.6 (C303)**. The Site extends to cover 0.98 hectares (ha) of previously developed land. A Site Location Plan is included at **Appendix 1**.
- 1.4 St William support the continued allocation of the Site. The Site is suitable, available and achievable. Minor refinements are sought to the detailed policy provisions set out in the LPR as applied to the specific circumstances of the Site to positively plan for the regeneration of the Site.
- 1.5 The Site currently comprises two gasholders, a gas depot, pressure reduction station (PRS) and associated hardstanding. The gasholders are situated to the south and west of the Site respectively whilst the PRS and gas depot are located to the north east of the Site. There is also a series of below ground gas mains running under the Site.
- 1.6 The Site is subject to a Hazardous Substance Consent (HSC), but this in itself is not a barrier to regeneration as it is within National Grid's gift to seek revocation.
- 1.7 The Site is bound by a vacant, former industrial site to the north, a Mercedes garage to the north-east, Abbey Lane and residential properties beyond to the south and a raised pedestrian route known as the greenway to the west. To the north, at Stratford High Street, high density residential development is coming forward alongside existing retail and commercial uses. Access to the Site is taken from the north, via Rick Roberts Way.
- 1.8 The Site is located within the Lower Lea Valley Opportunity Area where the delivery of 50,000 new jobs and at least 32,000 new homes is sought. The Lower Lea Valley Opportunity Area Planning Framework was adopted in January 2007 and was subsequently updated by the Olympic Legacy Supplementary Planning Guidance (SPG) in July 2012.
- 1.9 Under the terms of the adopted LLDC Local Plan 2015 to 2031 (2015) ('the adopted Local Plan') the Site forms part of a larger 4.3 ha strategic allocation: SA3.6 – Rick Roberts Way. SA3.6 identifies that larger area including the Gasworks and the vacant former industrial land to the north for:
- "Comprehensive, mixed use development of residential with education uses including provision of an all-age school or equivalent education provision and open space."*
- 1.10 The LPR seeks to retain this allocation albeit with a number of proposed changes (**C303**).

- 1.11 The Legacy Communities Scheme (LCS) planning permission which was secured in September 2012 (11/90621/OUTODA) is also of relevance. Whilst the planning permission does not relate to the Site itself it gives a clear indication of the scale and type of development for the surrounding area. The LCS planning permission allowed for 400 new homes, 550m² of retail space and a 11,600m² school on PDZ12 which is situated directly to the north of the Site.
- 1.12 The Site has the capacity to make a material contribution to housing need in the area and delivery can commence within 5 years. Given the priority on providing many more new homes, and the re use of 'brownfield land', it is essential that the LPR seeks to optimise development on this Site and facilitates its timely delivery, rather than placing policy or procedural barriers to delivery.
- 1.13 Within the LPR, the Site falls within identified **Sub Area 3: Central Stratford and Southern Queen Elizabeth Olympic Park**. The LPR provides the opportunity to review the allocation, against inter alia, changes in policy (see the draft New London Plan (NLP) and NPPF) but also to address the practicalities and realities of delivery, to ensure that the Site is positively planned.
- 1.14 The LLDC plays a major regenerative role in contributing to London's housing needs. The draft NLP proposes a substantial increase in housing supply in the capital. To achieve this, the LLDC should optimise the potential for housing delivery (see H1(2)(b) of the NLP). The draft NLP apportions the identified London wide requirement to the various Boroughs, the City and the LLDC, reflecting the capacity of those areas and the opportunity for growth and development. We would encourage the LLDC to seek to exceed the draft NLP target, both in light of any increase in requirement arising from the Panel's examination of the NLP but also to address or compensate for any under supply that may arise in other boroughs. **(C63, H1)**.
- 1.15 As stated, St William supports the continued inclusion of the former Gasworks within **SA3.6 C303** but consider that the terms of the policy should be adjusted and amended to ensure that the LPR is positively planned and sound. In short, the LPR should:
- Enable and encourage the release of the Site, in manner that is comprehensively planned, consistent but not dependent upon the delivery of the wider site allocation;
 - Recognise that the requirement for employment floorspace capacity at a ratio of 0.65 (as per **C34**) does not apply in respect of this Site in accordance with the draft NLP (see paragraph 6.4.5B of the Mayor's minor amendments to the Draft NLP and paragraph 9.3.10 of the NLP);
 - Recognise the need to ensure viable development and that affordable housing and other requirements as specified for example in **H2** and **T8** may need to be adjusted;
 - Not seek the long-term reservation of land (e.g. for a primary school) (to serve the wider LLDC area) that would impinge upon viability.
 - If it is demonstrated that SA3.6 is the appropriate location for a primary school to serve wider needs, then the policy and the draft CIL charging schedule should be clear as to how such payment in kind will be reflected and that the school site should not be located on National Grid land (i.e. the Site);
 - For density, scale, mass and mix to be determined through an iterative design process; not to place a site wide limitation on height (as currently proposed as 30m).
- 1.16 It is important that the strategic policies are applied to the specific sites in a manner that reflects the circumstances of the Site.

- 1.17 St William look forward to working with the LLDC to bring forward the beneficial regeneration of the Site in a timely manner and would be pleased to enter into a Statement of Common Ground in advance of the examination hearings.

London Plan – Timing and Prematurity (C9)

- 1.18 The LPR is predicated on the draft New London Plan (NLP) **(C9)**. Submission is targeted for February and March 2019. The hearing stage of the examination of the NLP is due to commence in 2019. The Examiners' report will not be available at the time of submission and certainly not the Secretary of State's response to any request by the Mayor to publish the final plan. Whilst the commitment of the LLDC to review the adopted local plan in the context of the NLP is welcomed, the timing of the Regulation 19 consultation and submission could result in the submitted plan being 'out of step' with the New London Plan as finally published, especially if substantive changes are made to the Mayor's proposed policies on employment land and affordable housing. This could render the plan 'out of date' before examination.
- 1.19 The draft NLP raises a range of matters, including:
- Resisting the loss of employment capacity other than in three boroughs, which include LB Newham, where limited release is identified;
 - Transposing the affordable housing policies (subject to the Mayor's Minor Changes) set out in the SPG (Homes For Londoners: Affordable Housing And Viability Supplementary Planning Guidance 2017, August 2017) into policy;
 - Setting out prescriptive development management orientated policies;
 - Removal of the density matrix with a new design-led approach to determining site capacity;
 - Substantially increasing the London wide housing requirement with a notable increase in the number of homes to be delivered in outer London Boroughs.
- 1.20 Table 4.1 (page 146) of the draft NLP sets out the 10 year targets for net housing completions 2019/20 - 2028/29 split per London Borough. The LLDC is expected to deliver 21,610 homes between 2019/20 - 2028/29, an annual average of 2,161 homes. It is this to which the draft seeks to respond, with the annual rate extended on a pro rata basis to the end of the plan period. However, the London wide target could increase and given the extent of strategic allocations and opportunities in the LLDC area, could result in an increase in the LLDC as opposed to a pro-rata distribution of any increase across all Boroughs.
- 1.21 The emerging policies of the NLP in relation to employment capacity and affordable housing will have a fundamental impact upon the delivery of homes. These matters are scheduled to be examined by the Panel. As yet, the Panel's recommendations are unknown nor, by implication, is the response of the Mayor to any such recommendations.
- 1.22 Any consequential changes to the NLP will need to be reflected in the LPR, in order to ensure general conformity and could require amendment to site specific allocations. Such changes may go beyond the scope of 'minor modifications', post submission.
- 1.23 We would suggest that submission is delayed pending the receipt of the Examiners' report to the Mayor (and subject to the Panel's recommendations), the publication of the final plan.

The Framework 2018

- 1.24 The terms of the revised NPPF will be effective for the examination of the plan if submitted on or after 24 January 2019. The submission of the London Plan review predates. The NPPF introduces a number of important elements, including:
- The introduction of the standard method and housing delivery test;
 - Viability appraisal and assessment (with further guidance set out in the NPPG);
 - Revised affordable housing provisions, notably in relation to build to rent.

2.0 The Site Allocation: SA3.6 – Rick Roberts Way (C303)

- 2.1 The Lower Lea Valley Opportunity Area Planning Framework seeks the delivery of 50,000 new jobs and at least 32,000 new homes. The review of the site allocation should be undertaken in this context with the focus on ensuring delivery of new homes and jobs.
- 2.2 Policy SA3.6 must also be read in conjunction with the generic development management policies such as H2.
- 2.3 Further clarity is required as to the operation and justification for the 'Portfolio Approach' set out at **H2 (Ref C17)**. The policy seeks 50% affordable housing across a number of allocated sites including SA3.6. The LPR should confirm that the 'Portfolio' approach only applies to its own land and expressly not the Site.
- 2.4 St William are concerned that the policy as drafted will not facilitate the timely delivery of the Site. As such, the plan has not been positively prepared and is not sound. It is also important to ensure that the requirements of policy where they relate to infrastructure provision do not result in a duplication in charge between CIL and s106 and that direct provision is appropriately recognised. The requirement for a primary school site in this location is not justified. We have submitted separate representations in response to the LLDC's consultation on the draft CIL charging schedule and the supporting viability report.
- 2.5 St William welcome the site allocation SA3.6, however, an amended site allocation and supporting development principles text is sought to ensure development of the Site can occur in advance of release remaining elements of the allocation in a manner that does not fetter the regeneration of the wider allocation.
- 2.6 Our detailed comments are as follows:

Comprehensiveness, Phasing and Independent Delivery (SA3.6 C303)

- 2.7 The remainder of the land which forms **SA3.6** is under separate ownership and the timescales for delivery may differ accordingly. This is particularly true given that Adidas secured planning permission for a 3,000 sqm temporary sports facility to the north of the wider site (Ref: 17/00126/FUL) in July 2017 for a period of 3 – 5 years.
- 2.8 SA3.6 should allow for the independent delivery of the Site in a manner that is comprehensively planned. This would reflect the specific circumstances of the Site and the challenges and opportunities it poses. The delivery of the Site should not be dependant upon adjacent land within SA3.6.
- 2.9 Such an approach could accelerate housing delivery, enable the remediation and decommissioning processes to commence and also to allow for the viability of the redevelopment of the Site to be considered in isolation and properly reflected in any accompanying viability appraisal. The LLDC can ensure that SA3.6 is comprehensively planned through an iterative design and master planning process the policy should be amended accordingly.

Affordable Housing (H2 C17)

- 2.10 St William recognises the need to deliver new affordable homes and will support the Development Corporation's efforts to do so. A key element in this will be maximising the overall number of homes being delivered. Former gasworks sites are unique in both use and character and the redevelopment of them can have extremely high abnormal and technical costs and phasing implications. These costs include those associated with remediation and long-term infrastructure requirements. The LLDC should therefore adopt a flexible approach with regards to affordable housing and other developer contributions to ensure that landowners are not discouraged from bringing complex brownfield sites forward for redevelopment.
- 2.11 The LPR **C303 C17** refers to 50% affordable using the Portfolio Approach (across a number of allocations). This should be clarified as applying only to land within the LLDC's ownership. The LPR seeks to respond to the draft NLP in terms of setting the benchmark level of affordable housing and the triggers for and operation of viability review. The draft NLP will shortly be the subject of examination and the Panel may recommend changes to the draft NLP in this respect.
- 2.12 The draft London Plan sets a strategic target for 50% of all new homes delivered across London to be genuinely affordable. For industrial land appropriate for residential uses the target is to deliver at least 50% affordable housing where the scheme would result in a net loss of industrial capacity.
- 2.13 The redevelopment of the Site will not result in a net loss of industrial capacity. Indeed, the Site is not nor was it formerly in use for Class B purposes but was in sui generis use. This is due to the modernisation of gas infrastructure allowing these sites to perform the functions which they currently do in a more efficient manner alongside new development. The application of the 50% target in respect of the Site will reduce flexibility and conflict with the draft NLP.

Parking T8 (C199)

- 2.14 The rigid application of parking standards, without having regard to the character of the area, the nature of the scheme and site, can undermine deliverability (including the rate of delivery) and viability. Standards should be applied on a site specific basis, in a flexible manner to reflect the specific circumstances of the scheme.

Education (C303, C137)

- 2.15 We note that the LPR has deleted reference to 'a through school' but has instead added the need for a primary school. The LPR states that land should be retained, unless school place demand has been or will be demonstrably met elsewhere. The reservation of land for a primary school will place a further burden on the viability of the scheme.
- 2.16 The supporting evidence includes a Schools Report prepared by Arup on behalf of LLDC. This seeks to assess pupil demand against capacity. However, whilst the schools report may justify the potential need for a primary school, it does not assess the suitability of **SA3.6** to meet that need, having regard to school catchment areas and deliverability. Furthermore, there does not appear to be any testing or consideration of the feasibility and deliverability of a primary school within **SA3.6** and the effect of such provision upon the deliverability of the Site and the allocation as a whole.
- 2.17 If the reservation of a site for a primary school is justified and found sound by the Inspector on examination, the LPR should provide for the need and location and form of any primary school, site to be determined through the iterative design process and the LPR should confirm that the school site will not be required on the Site.

- 2.18 The provision of land for, and the construction of, the primary school is not identified in the draft CIL Charging Schedule. There is therefore no mechanism for the fair apportionment of cost (both direct and in kind) through the payment of CIL. On this basis, **SA3.6** could be burdened with the cost of provision which would exceed the need arising from the regeneration of the allocation, and thus fail to comply with Regulation 122 of the CIL regulations.

Metropolitan Open Land (BN.6 C303, C158)

- 2.19 Metropolitan Open Land (MOL) lies to the south of the Site. Development has the potential to optimise the Site whilst maintaining the openness of the MOL. Development can serve to frame MOL and enhance its function by in part, acting as a strategic break in built form and a well-defined boundary. SA3.6 should be clear in this respect.

Locally Significant Industrial Site (C39, C26, C34)

- 2.20 The Site lies adjacent to Rick Roberts Way North Locally Significant Industrial Site (LSIS) (B.1b8), which is acknowledged as being a cluster of existing high-quality industrial design and manufacturing uses of B2 and B8 Use Classes in modern buildings. Residential led regeneration of the Site to include complementary mixed uses is the most appropriate redevelopment option for the Site, given its proximity to Stratford Metropolitan Centre. Such development would complement the LIS without harming the function of the LSIS in accordance with adopted London Plan Policy 4.4 ('Managing Industrial Land and Premises') and emerging NLP Policies E6 ('Locally Significant Industrial Sites') and E7 ('Intensification, co-location and substitution of land for industry, logistics and services to support London's economic function'). This should be confirmed in the LPR.

Land Use and Capacity (SA3.6, C303)

- 2.21 The principle of residential use is confirmed by the adopted site allocation **SA3.6** and the LCS planning permission. **SA3.6** currently allocates the Site as part wider site allocation for mixed use development including residential. St William considers that the regeneration of the Site should be residential led (with complementary mixed uses as appropriate), responding to the proximity to the Metropolitan Centre and LIS, which provide the focus for commercial uses.
- 2.22 The supporting development principles for Strategic allocation **SA3.6** state that business space will be appropriate in this location. The Site is, however, not located within an employment hub, cluster or industrial location as defined by employment policies in the adopted Local Plan and regeneration would not fetter the delivery of Rick Roberts Way North).
- 2.23 LPR Policy B.1 ('Location and maintenance of employment uses') supports Class B uses in designated employment clusters. St William supports the intention of Policy B.1 and the encouragement of new flexible employment uses.
- 2.24 LPR Policy B.3 ('Creating vitality through interim uses') encourages the use of vacant and set aside land for temporary uses. St William welcomes this policy approach and will consider the potential for 'meanwhile uses' as part of its commitment to the delivery of the Site.
- 2.25 The principle of no net loss of industrial floorspace capacity does not apply to sites used for utilities infrastructure (see paragraph 6.4.5B of the Mayors minor amendments to the draft NLP). The LPR should confirm this point to ensure consistency with paragraph 9.3.10 of the draft NLP, which recognises the important role that such sites can play in creating brownfield sites for redevelopment.

- 2.26 The Site is a former gas works and is vacant. The contribution that the Site has made to employment capacity in recent times is at negligible and in all probabilities nil. It is important that the LPR does not seek land uses that will place a burden on the viability and achievability of the regeneration of the Site and undermine the contribution that the Site can make to meeting housing needs.
- 2.27 The draft allocation provides for an increase in residential capacity to be secured in tandem with business space. The increase in residential capacity above the 750 indicative target should not be dependent upon an increase in business space but determined through a masterplan process.
- 2.28 The priority should be to maximise the delivery of residential accommodation through the high-quality regeneration of this site, rather than add a further cost burden.

Height (SA3.6, C303)

- 2.29 The draft policy seeks to constrain height to 30m, presumably drawing on the Characterisation Study (see evidence base). This is a reduction from 36m in the adopted Local Plan.
- 2.30 St William notes that emerging NLP Policy D8 ('Tall Buildings') requires a plan-led approach to tall buildings. The location of tall buildings identified in Development Plans should indicate general building heights and take account of:
- 1) *"the visual, functional, environmental and cumulative impacts of tall buildings (set out in part C below)*
 - 2) *their potential contribution to new homes, economic growth and regeneration 3) the public transport connectivity of different locations".*
- 2.31 St William suggests that appropriate building heights for the Site should be established through an iterative design process. This approach would be consistent with national policy through making the "as much use as possible of previously-developed or 'brownfield' land". This would accord with the NLP which promotes development proposals that make the most efficient use of land.

Housing Density and Mix (C71)

- 2.32 Site allocation SA3.6 does not indicate an appropriate residential density for the Site and St William supports this approach.
- 2.33 St William suggests that Policy **H.1** should be reviewed as part of the Local Plan Review in relation to the Draft London Plan whereby the density matrix has been removed and replaced with a new design-led approach to determining site capacity. In particular, it is considered that any policy on density should seek to ensure the effective reuse of land in accordance with paragraphs 117-123 of the National Planning Policy Framework ('NPPF').
- 2.34 Similarly, the mix of dwellings should be determined on a site-by-site basis having regard to the characteristics and location of a site and proposed developments, including scheme viability.

Open Space (SA3.6, C303)

- 2.35 Strategic allocation **SA3.6** requires the redevelopment of the wider site to include Local Open Space including play space and Biodiversity Action Plan (BAP) habitat. Local Plan Policy BN.7 ('Improving Local Open Space') requires proposals for major development schemes to consider the provision of new, high-quality and publicly accessible Local Open Space (LOS) within the scheme where there is an identified qualitative or quantitative deficiency in that location.

- 2.36 St William recognises the role open space and green infrastructure play in creating successful and sustainable places. The form and function of such space should be determined through the iterative design process and not be unduly prescribed. This should be reflected in policy.
- 2.37 St William supports the Council’s ambition for development to contribute to a net gain in biodiversity. This aligns with one of St William’s ‘Our Vision’ commitments (PH2) to *"Develop and apply an approach to ensure that all new developments create a net biodiversity gain."*

Connectivity (SA3.6, C303)

- 2.38 Strategic allocation **SA3.6** requires cycling and walking access improvements along the Greenway.
- 2.39 St William acknowledges that subject to master planning and viability considerations there is scope to enhance site connectivity and integrate the Site with the Greenway. Any contributions sought must meet the statutory tests and the provisions of the CIL Regulations.

Heritage (SA3.6, C303)

- 2.40 Development of the Site will be required to respond to surrounding heritage assets, including the Abbey Mills Pumping Station (Grade II*), the Grade II listed residential cottages at 116-130 Abbey Lane and the setting of Three Mills Conservation Area (London Borough of Newham) to the south. This will be addressed through the comprehensive design process in accordance with paragraphs 126-129 of the NPPF. The policy should prescribe the response to such heritage assets.

Summary of Comments

Change Ref	Subject	St William Comment
C9, C64, C67, C70	SP.2, para 5.2; H1 Housing Requirement and trajectory; Annual rate of provision against requirement; Requirement as per draft New London Plan.	<p>The trajectory confirms that the LLDC will meet the requirement in the NLP but with little if any flexibility. The LPR confirms supply becomes less certain at the second half of the plan period.</p> <p>The housing requirement may well increase in light of the Panel’s conclusions in their examination of the NLP. The submission of the plan at this stage could prove premature.</p> <p>Given the role of the LLDC and the area is a focus of regeneration, and other London Boroughs may well struggle to meet their own housing requirements (and any increase arising from examination) as identified in the NLP, the LPR should seek to optimise residential capacity on all sites.</p>

Change Ref	Subject	St William Comment
C17, C64, C67, C68, C84, C85	SP.2, H1: Providing for and Diversifying the Housing Mix; H2: Affordable Housing - Application of new London Plan thresholds; 50% requirement on employment land, portfolio approach.	The Site is a former utilities site. Its former use was sui generis and not Class B; the site does not constitute public land; the application of the 'portfolio' approach should only apply to LLDC land and the LPR should expressly confirm such. The form of the scheme, density, and mix, should be a function of the character of the area, the nature of the scheme and site and should be applied flexibly.
C26, C33, C34, C39	Employment Provision, employment floorspace capacity.	The Site at SA3.6 is a former gas works and vacant. The principle of no net loss of industrial floorspace capacity does not apply to sites used for utilities infrastructure (see paragraph 6.4.5B of the Mayor's minor amendments to the Draft London Plan).
C137 Table 6.5	Primary school at SA3.6 maybe required in second half of plan period.	See comments at C141 Requirement to safeguard a school site would undermine the viability of the regeneration of the Site; LLDC to confirm how provision of land is reflected in CIL and S106 regime as school would meet wider needs; Schools Study has not assessed alternative locations or justified the location criteria against catchment and need, but simply retained the ALP requirement based on potential future need.
C141 para 5.44	New schools expected to meet or exceed the best practice standards.	New and innovative approaches should be taken to the provision of schools and the LLDC should actively encourage the provision of schools within mixed use buildings and in multi-level buildings.
C184	Planning obligations and CIL.	The draft charging schedule does not expressly identify the potential for a new primary school at SA3.6. This could resist in double charging and/or any s106 contribution or requirement for direct provision not meeting the CIL reg tests at Regulation 122.
C199 T8	Car free development and provision in line with New London Plan.	St William seek flexibility in the application of standards, to reflect the character of the area, the scheme including mix and to ensure a viable and achievable development.

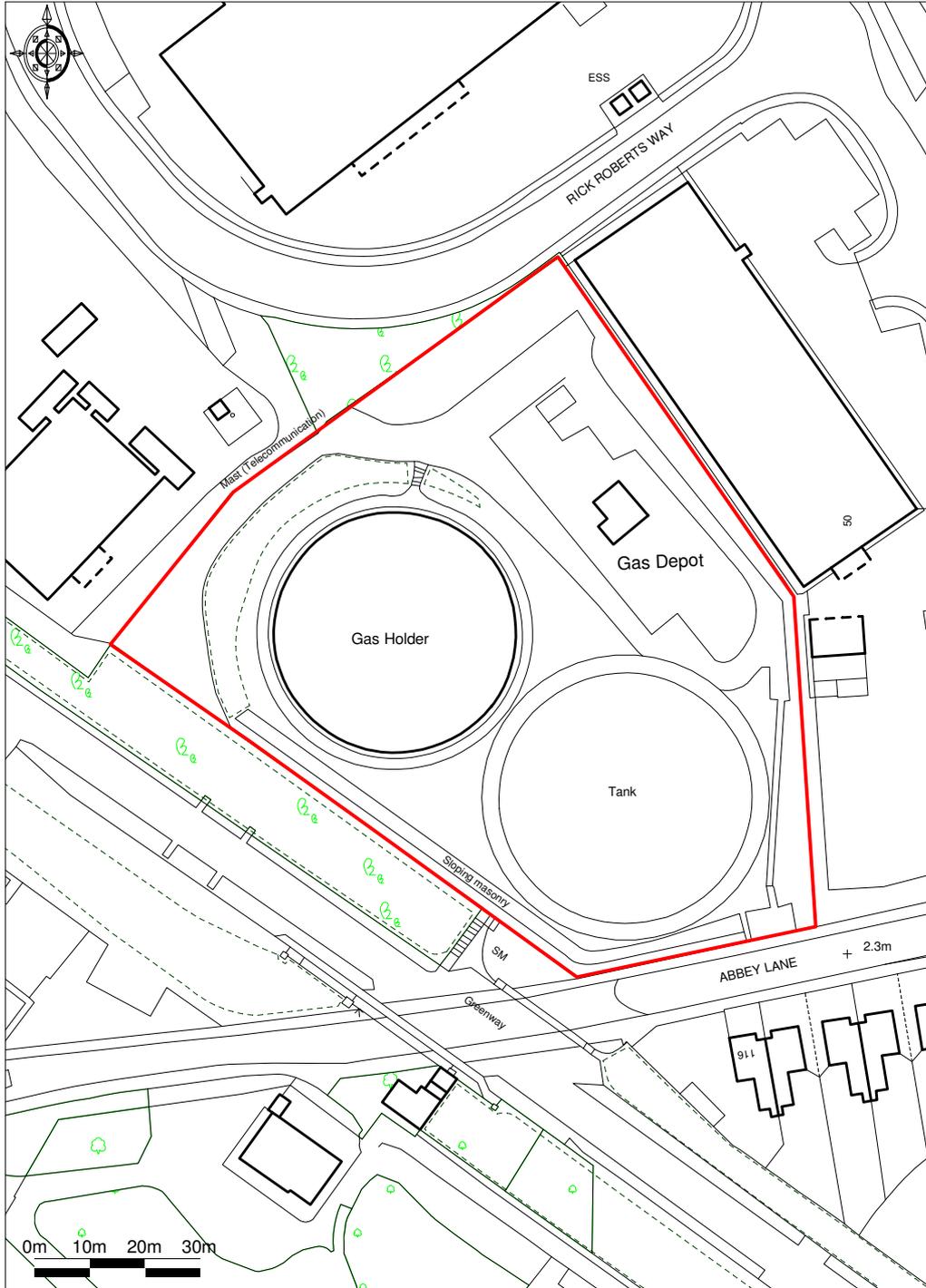
Change Ref	Subject	St William Comment
C303 Site Allocation SA3.6: Rick Roberts Way	<ol style="list-style-type: none"> 1. Comprehensive, mixed use development of residential with education uses; 2. Including provision of a primary school; 3. Open space; 4. Minimum of 750 homes; 5. 50% affordable housing across the portfolio sites (site allocations SA3.2, SA3.5, SA3.6 and SA4.3) 6. Development to be phased with interim uses encouraged; 7. Maintain openness of MOL; 8. Meet any identified demands for school places through provision of a school alongside residential development, respecting the existing character, scale and massing of the site and its surrounding area; 9. Residential capacity could be increased alongside the introduction of business space and significant open space, should a primary school not be required; 10. Retention of land for a primary school unless demand met elsewhere or is not required; 11. Development should plan for the costs of remediation; 12. Design to reflect the close proximity of industrial and wider place making; 13. Development will preserve the existing character, scale and massing of the site and its surroundings; 14. Proposals to include Local Open Space and BAP habitat; 15. Proposals above 30m from ground level will only be acceptable subject to the provisions of BN.5 16. Comprehensive delivery across the whole site; 17. Proposals for the site that are linked to other sites should facilitate the delivery principles of this site through allocation through a portfolio approach. 	<ol style="list-style-type: none"> 1. St William support the principle of comprehensive planning of the Site within the allocation. There is a risk that the effect of implementation of this requirement could require equalisation of value across land ownerships which is unlikely to be acceptable and would delay implementation. The regeneration of the Site, being a former gas works site, would give rise to significant costs which need to be reflected in the approach to the development of the Site and reflected in viability appraisal. The principle of no net loss of industrial floorspace capacity does not apply to sites used for utilities infrastructure (see paragraph 6.4.5B of the Mayors minor amendments to the Draft London Plan). The review of CIL should confirm that the LLDC will accept applications for Exceptional Relief. 2. See comments in response to C137; 3. The form and function of open space should be determined through a master planning exercise; 4. LLDC should seek to increase the residential capacity as per comments in response to C70 Housing Trajectory; 5. The level of affordable housing should be determined through the iterative master planning process and viability appraisal. The application of the Portfolio Approach is uncertain and unclear. See comments under (1) above. 6. St William support the phased implementation of the development. The proposed CIL regime should be clear as to how phasing will be addressed. 7. The response to the MOL should be determined through an iterative masterplanning process; 8. See comments in response to C137 and C141; The approach to mixed use development is unclear. Any increase in capacity should not be dependent upon increases in business space.


17 December 2018

Enc.

APPENDIX 1
ABBAY LANE GASWORKS SITE LOCATION PLAN

National Grid Gasworks, Rick Roberts Way, Stratford, Newham, E15



Ordnance Survey © Crown Copyright 2014. All rights reserved.
Licence number 100022432. Plotted Scale - 1:1250

2.42 acres

LLDC Ref: **PRN.038**



TH/MW/DP4936

17th December 2018

Publication Local Plan Consultation
Planning Policy & Decisions Team
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Dear Sir/Madam

LONDON LEGACY DEVELOPMENT CORPORATION: REVISED LOCAL PLAN

On behalf of our client, British Land, we wish to make representations pursuant to the London Legacy Development Corporation (LLDC) Revised Local Plan (November 2018).

British Land own, manage, develop and invest in major mixed use, commercial and residential developments in Greater London, and are the freehold owner of the site currently occupied by Tesco at Bromley by Bow, which has been allocated by LLDC for a future mixed-use area and District Centre (Site Allocation SA4.1).

While we support the general direction of the Revised Local Plan, we would like to take this opportunity to make representations on several of the proposed policy alterations and specifically Site Allocation SA4.1, which includes our client's site – taking account of the latest evidence base published by the LLDC.

These representations relate to the policies proposed within the Local Plan Schedule of Changes, which is currently out for consultation.

Policy H1: Providing a mix of housing types

The inclusion of Build to Rent (BtR) as an identified type of housing, and the acknowledgement of the role of BtR (and Discount Market Rent) and its contribution to housing choice is welcomed, and reflects the draft New London Plan policy H13 – which is subject to Examination in 2019.

Policy H2: Delivering affordable housing

The acknowledgement of the Mayor's Fast Track and Viability Tested Routes is welcomed, and will ensure the policy aligns with the draft New London Plan requirements.

We would query the inclusion of the requirement for developers to demonstrate that they have engaged with a registered provider and secured a commitment for provision '*from the outset*'. We believe that this requirement is overly prescriptive, as it may result in fewer schemes coming forward / delays as many registered providers may not wish to enter into a commitment for provision due to the level of uncertainty at the early stages of planning. Likewise, developers may not wish to enter exclusive negotiations with registered providers prior to planning for commercial reasons. We request that this policy requirement is removed to allow sufficient flexibility throughout the planning application process.

Site Allocation SA4.1: Bromley by Bow

Bromley by Bow is allocated in the draft Local Plan as a mixed-use area for:

- New and reprovided retail floorspace that is capable of functioning alongside a mix of uses, as a new District Centre
- A primary school
- A new 1.2 hectare park
- Riverside walk
- Community facility (e.g. library)
- New homes with a significant element of family housing
- New employment-generating business space in a range of sizes and formats.

District Centre

The allocation of the site as a District Centre (up to 50,000 sq.m of retail floorspace) may require reconsideration as a result of the proposed amendments to London Plan policy and in response to the current retail market. The London Plan (as set out within Annex 2 of the London Plan), defines a District Centre as:

“District centres – distributed more widely than the Metropolitan and Major centres, providing convenience goods and services for more local communities and accessible by public transport, walking and cycling. Typically they contain 10,000–50,000 sq.m of retail, leisure and service floorspace. Some District centres have developed specialist shopping functions”.

It should be noted that the emerging New London Plan updates this definition of District Centres to contain '**5,000**-50,000sq.m' of retail, leisure and service floorspace.

While it will be important for a quantum of supporting town centre uses to be included within any future development proposal for the site in order to provide a valuable amenity provision or residents of the area; the quantum of retail, leisure and service floorspace within the new 'District Centre' must be viable.

Within the LLDC Local Plan evidence base, the Retail Needs Assessment (November 2018) prepared by Carter Jonas acknowledges the increasing economic challenges generally and confirms that there is expected to be negative retail growth over the period 2017 to 2019, with limited growth of +0.1% thereafter up to 2036 for convenience goods. For comparison goods a dampening in growth is expected post Brexit, with growth expected to average circa +3.2% between 2020 and 2036. The report also notes the high vacancy levels, which have more than doubled between 2006 and 2013.

The report includes a 'health check' on the current and proposed centres within LLDC. With regard to Bromley by Bow, it confirms that at this stage the area is not functioning as a centre as there is an absence of a mix of town centre uses. The vacancy rate in Bromley by Bow is 20%, which comprises a single vacant unit which has been vandalised. In summary, the report does not identify a current demand for retail and town centre uses in this location, however it continues to promote Bromley by Bow as a District Centre.

We would suggest that the allocation of the site as a District Centre should be reconsidered, specifically the quantum of retail and town centre floorspace proposed. It is likely that this location is more suited for a Neighbourhood Centre allocation, which typically serves a localised catchment and provides local services. As noted within the LLDC evidence base, there is currently very little demand for further retail and town centre uses in this location, and although these may increase as the area is redeveloped over the Plan period, the location is relatively untested and there is unlikely to be an immediate demand for a large quantum retail floorspace due to the location of the site and the low level of public transport (PTAL of 2/3). The future improvements to the A12 crossing are not considered likely to change this significantly.

While it is acknowledged that the potential regeneration of this area will bring new residents; any residential development is likely to come forward in phases, and although the demand for retail services will grow during this transitional period, there will be no immediate demand for such a large quantum of floorspace.

With regard to other town centre uses, including employment and leisure floorspace, we would make the same point with regard to a lack of immediate demand, and the challenges of finding occupiers for a large quantum of employment and leisure floorspace in an untested location which is currently poorly accessed.

While we support the inclusion of town centre uses within the site allocation, we would request that this provision is the subject of further analysis to ensure that a viable quantum of floorspace comes forward within any future scheme. This will ensure the long-term occupation of the units and the successful creation of a new neighbourhood in Bromley by Bow.

Proposed policy amendment – Policy 4.1

We would therefore request that the District Centre allocation is reviewed, and that the area be considered for a designation for mixed use, residential led development. We fully support the inclusion of a mix of uses but have reservations that a District Centre quantum is not sustainable, particularly given the Council's own evidence base on this point. As an absolute minimum, the policy should be updated to reflect the new threshold for District Centres within the Draft London Plan – ranging from 5,000-50,000 sq.m; rather than the

10,000 sq.m currently proposed in the draft policy in order to be considered sound. We encourage LLDC to consider reallocating the site as appropriate for a Neighbourhood Centre within a wider residential-led development opportunity. It is important that any non-residential floorspace is driven by market demand and development viability rather than solely design-led aspirations.

Primary School

The current site allocation includes the requirement for a primary school. While it is acknowledged that the redevelopment of the site will result in an increased child yield, the evidence base suggests that a new primary school may not be needed in the short to medium term, and that surplus capacity for primary school places in this location already exists and will do so for a number of years.

The provision of a primary school on this site should be tested further, with a full assessment undertaken to assess the need for primary school places at the point when a development scheme / planning application comes forward. We are aware that the area around the site is currently operating with a surplus of primary school places, with 25 primary schools operating within 1.2 miles of the site. Of these schools, 16 have a surplus, with a current total surplus of 177 places.

Looking at future demand generated by the potential redevelopment of the site owned by our client, this is estimated to be under 90 primary aged children, which could easily be accommodated within the current surplus. We would therefore conclude that at this time there is not clear, sufficient demand to justify a new primary at Bromley by Bow, and that a financial contribution towards education may be better directed towards increasing capacity where this is needed. As identified within the London Borough of Tower Hamlets Spatial Assessment Need for Schools (2018), the requirement for additional primary school capacity is primarily in Poplar and the Isle of Dogs. Future school provision would be better located within these catchment areas to address this need.

Our review of the LLDC and LBTH evidence base indicates that the existing primary school surplus may accommodate future growth, and further analysis should be undertaken to confirm this. In addition, the potential to expand existing primary schools should be further reviewed to meet anticipated demand. This work should take place as and when a scheme is proposed for the site, and the requirement for the primary school should be dependent upon a needs assessment, as opposed to a blanket allocation which may not reflect future demand. The expansion of the proposed primary school to the north on the Sugar House Lane site should be thoroughly reviewed before the creation of a new primary school.

Proposed policy amendment – Policy 4.1

While our client is not requesting that the requirement for a primary school is fully removed from this site allocation, we would suggest that the policy and supporting text acknowledges that there is a requirement for further assessment to confirm whether the primary school is needed and during what timescales. Any future primary school provision would therefore come forward as part of a needs tested assessment on a site by site basis in order to be considered sound.

Summary

In summary, while we support the aspirations of the Revised Local Plan, we have set out our views on the wording of several of the draft policies and the Site Allocation SA4.1 We trust that our representations will be fully considered and support in ensuring a more robust and sound plan.

We look forward to receiving acknowledgement of receipt of these representations and request that we be notified of further opportunities to comment on the draft plan accordingly. If you require further information or clarification on the representations above then please contact Tom Horne or Mel Wykes of this office.

Yours faithfully,

A solid black rectangular redaction box covering the signature area.

DP9 LTD

London Legacy Corporation Local Plan Publication Draft

Thank you for the opportunity to comment on the draft Local Plan. The following comments are submitted on behalf of Tower Hamlets, Newham and City and Hackney NHS Clinical Commissioning Groups (CCGs) and focus on the provision of health infrastructure as set out in Policy Cl.1, the site allocations and the Infrastructure Delivery Plan, and Policy S.1 on health and wellbeing.

Policy Cl.1: Providing new and retaining existing community infrastructure

Policy Cl.1 supports the provision of new community infrastructure, including healthcare facilities as part of new major development proposals. We suggest that the policy acknowledges the use of developer contributions to help deliver these facilities. It should be noted that healthcare infrastructure requirements will vary over time given changing health needs, NHS clinical strategies and models of care and the use of digital technology. As such there is the need to keep requirements under review and ensure that new provision is designed as flexibly as possible to allow for changing requirements.

The policy promotes the shared use of facilities. The definition of 'community facilities' includes a wide range of uses/services and whilst co-location may be desirable, it should be noted that shared use may not always be possible, for example the shared use of clinical healthcare space.

Clause 2 of the policy allows for the loss of community infrastructure where part of programme of rationalisation. This is supported, and it should be noted that for healthcare services, rationalisation is driven by service change, including delivering primary healthcare services at scale, the need to modernise the estate and make best use of existing infrastructure. The evidence base references on page 83 could include the CCG Estate Strategies and the East London Health & Care Partnership's Estates Plan (October 2018) <http://eastlondonhcp.nhs.uk/our-work/estates/>.

It is noted, in paragraph 5.58, that the Legacy Corporation will use the Infrastructure Delivery Plan to ensure that adequate infrastructure to support development is provided. The Infrastructure Delivery Plan Review (October 2018) and Figure 11: Community Facilities describes and illustrates existing and current planned primary healthcare provision in the Legacy Corporation area.

In terms of planned capacity, two new facilities have been secured as section 106 in kind facilities as part of the Legacy Communities Scheme (LCS) outline planning permission. These are referred to in the Infrastructure Delivery Project List, Table 14: Infrastructure Delivery Policies and the corresponding Site Allocations SA1.6 Sweetwater (PDZ 4) and SA4.3: Pudding Mill (PDZ 8). However, in a few cases the site references are inconsistent. For example, the Infrastructure Delivery Project List also refers to Sites SA1.8 and SA3.5 but no health use has been allocated on these sites.

The Infrastructure Delivery Plan also refers to primary healthcare provision as part of new community facilities in Hackney Wick Neighbourhood Centre. It is understood that the outline planning application for the Hackney Wick Neighbourhood Centre (known as Hackney Wick Central) doesn't include dedicated D1 healthcare space and there is no reference to health use in the Site Allocation SA1.1: Hackney Wick Station Area. As such, it is unlikely that a health facility will come forward as part of the development proposals. However, primary healthcare requirements in the area need to be considered having regard to existing and planned capacity, including the provision of a new health facility in Sweetwater (Fish Island).

Paragraph 14.18 of the draft Plan acknowledges that the Plan cannot be delivered by the Legacy Corporation alone and that the successful delivery of infrastructure requires joint working with a range of partners and stakeholders. The CCGs have met with the Legacy Corporation to discuss future health infrastructure requirements and welcome the opportunity for further discussions to implement the obligations in the LCS section 106 legal agreement having regard the timing of provision and affordability, both in terms of capital and revenue funding implications.

It is acknowledged that much of the anticipated development already has planning permission and that the LCS permission and minor changes to the scheme won't generate CIL payments. The CIL Infrastructure List does not refer to health and as such it is expected that additional developer contributions will come from section 106.

Policy S.1: Health and wellbeing

We support the aims under Objective 5 to promote physical and mental health and wellbeing and to improve health outcomes and general quality of life to Greater London levels, based on the principles of convergence. However, it is unclear how Policy S.1 will help deliver these aims. Currently, the policy is written as a single paragraph and is difficult to read. We suggest that the policy is split into clauses or criteria prefaced with the following sentence:

Proposals for developments should promote physical and mental health and wellbeing and address the health and wellbeing impacts of development.

A number of cross-reference to policies are provided. It would be helpful if a paragraph described these references rather than just listed the policies.

The policy requires Design and Access Statements for major development schemes which describe how the scheme will contribute to the health and wellbeing and avoid adverse impacts. There is a risk that a Design and Access Statement will be no more than a statement of health benefits and as perceived by a developer and will not be able to assess a wider range of health and wellbeing issues and demonstrate how the scheme has addressed these impacts and recommended further measures.

We agree with the statement in paragraph 8.4 that the Legacy Corporation area provides a unique opportunity to develop a series of places that have the physical and mental health and wellbeing of those who live and work there at its core.

This aligns with the one the key aims of the Host (Growth) Borough's Strategic Regeneration Framework (2009) to support healthier communities. To help deliver the aim, the Growth Boroughs and the local

NHS developed planning good practice 'Healthy Urban Planning in Practice for the Olympic Legacy Masterplan Framework' (2011) which was used to assess the LCS application and developed a Healthy Urban Planning Checklist (March 2014) to be used on further applications in the Legacy Corporation area. The Healthy Urban Planning Checklist was updated in 2017 see

<https://www.healthyurbandevelopment.nhs.uk/our-services/delivering-healthy-urban-development/health-impact-assessment/>

Therefore, we suggest that the policy promotes the use of health impact assessment as an appropriate tool to help deliver the health objectives. This would reflect the approach in the London Plan (Policy 3.2 and draft Policy GG3) and Tower Hamlets' draft Local Plan (Policy D.SG3: Health impact assessment), Newham's Local Plan (Policy SP2 Healthy Neighbourhoods) and Hackney's draft Local Plan (LP9 Health and Wellbeing). We suggest that a health impact assessment is required for all major planning applications and that the approach, type and scope of the HIA should be discussed at the pre-application stage. The relationship between other assessments should also be addressed, notably Environmental Impact Assessment and the requirement to produce a Statement of Convergence.

Our ref: ME/Q70071

Your ref:

Email: [REDACTED]

Date: 17 December 2018



Publication Local Plan Consultation,
Planning Policy & Decisions Team,
London Legacy Development Corporation,
Level 10, 1 Stratford Place,
Montfichet Road,
London,
E20 1EJ;

Dear Sir/Madam,

Review of the Legacy Corporation Local Plan – Regulation 19 Consultation on the Publication draft Revised Local Plan

Please find the enclosed representations made on behalf of Stratford City Business District Limited (SCBD Ltd). SCBD Ltd welcomes the chance to respond to the London Legacy Development Corporation's (LLDC's) Regulation 19 consultation on the Local Plan Review. SCBD Ltd supports the general direction of the Local Plan Review and its encouragement of residential and commercial growth in Stratford Metropolitan Centre.

These representations have been prepared having regard to the requirements of paragraph 35 of the National Planning Policy Framework (NPPF) which requires that a "sound" plan should be positively prepared, justified, effective and consistent with national policy. Our representations relate to the soundness of the plan and its viability, as set out in the accompanying Schedule and Note.

The format of the enclosed representations have been agreed with the LLDC's Head of Planning Policy, Alex Savine, prior to this submission.

SCBD Ltd is a joint venture between development partners Lendlease and London and Continental Railways. SCBD Ltd is promoting the International Quarter London (IQL), when complete will provide a vibrant mixed-use development comprising office, residential and leisure use, integrated with a high quality public realm.

IQL is the main location for Grade A office floorspace in the Stratford City Metropolitan Centre and will provide at least 280,000m² of office floorspace when fully developed. To date Buildings S5 and S6 are completed and occupied providing 94,030m² of office floorspace, with a further 78,452m² consented for Building's S9 and S4. This is supported complementary retail and leisure uses and residential use, with 333 dwellings in Glasshouse Gardens already constructed and occupied.

SCBD Ltd will continue to plan and develop IQL to become a successful mixed-use quarter over the coming years and are keen to ensure that the requirements of the Local Plan Review, when adopted are clear and enable the successful growth of the Metropolitan Centre. In particular, SCBD Ltd consider that:

- The Local Plan should be consistent with Draft New London Plan regarding the future potential CAZ reserve designation;
- There is concern over additional controls on design and procurement; and
- The Local Plan viability.



Accordingly, please find the enclosed documents providing the full detail of our representations:

- This Covering Letter;
- Regulation 19 Consultation Representation Form;
- Schedule of Comments; and
- Note on Local Plan Viability.

I should be grateful if you would confirm receipt of the representations hereby enclosed and keep me informed of the next stages in the preparation of the Local Plan Review.

Yours faithfully,

[Redacted signature]

[Redacted name]

Senior Planner

enc. - Regulation 19 Consultation Representation Form;
- Schedule of Comments; and
- Note on Local Plan Viability

cc. [Redacted recipient]
[Redacted recipient]



Regulation 19 Consultation Representation Form

REPRESENTATION FORM

Personal Information or Professional Details	
Title	Mr / Mrs/ Ms / Miss / Other (please indicate)
Name	██████████
Company/organisation	Quod
Position	Senior Planner
Address	Ingeni Building, 17 Broadwick Street, London, W1F 0DE
Email	██████████
If you are an agent, please indicate who you are representing	Stratford City Business District Limited (SCBD Ltd)

Your Representation

To which part of the Local Plan does this representation relate (please mark in the appropriate box):

Change Reference Number	Refer to attached Schedule	Policies Map	PM9
-------------------------	----------------------------	--------------	-----

Do you consider that the Revised Local Plan is: (please mark yes or no in the appropriate box):

Legally Compliant?	Yes	Complies with the duty to cooperate?	Yes	Sound?	No - Refer to attached schedule for details.
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Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to cooperate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to co-operate or the soundness of the Local Plan, please also use this box to set out your comments. (Please continue on a separate sheet if necessary)

Please refer to detailed comments in attached schedule.

If you would like to be added to our Planning Policy consultation database to be notified when the Revised Local Plan has been submitted for independent examination, notified of the Inspector's recommendation and the adoption of the Local Plan please tick the relevant box below to indicate your preferred method of notification.

Email	<input checked="" type="checkbox"/>	Post	<input type="checkbox"/>	Post and Email	<input type="checkbox"/>
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Please indicate here if you wish to speak at the public hearing on this matter and outline why you consider this to be necessary.	Yes
---	-----

FOR OFFICE USE ONLY (do not write in the boxes below)

REPRESENTOR NUMBER	
ASSIGNED REPRESENTATION NUMBER	



Schedule of Comments

Rep No.	Change Ref. / Policies Map Ref.	Policy/ Paragraph Ref.	Consultation Response	Amendments Sought
General Comments				
1	Proposals Map (PM9)	-	<p>Policy SD4 'The Central Activities Zone (CAZ)' of the Draft New London Plan published by the Mayor of London in November 2017 stated in Part N the "<i>In Development Plans, boroughs should: 3) define the detailed boundaries of the CAZ satellite and reserve locations</i>".</p> <p>Paragraph 2.4.3 of the same document stated that "<i>Future potential reserve locations for CAZ office functions are Stratford and Old Oak Common.</i>"</p> <p>The Minor Suggested Changes to the Draft New London Plan ("Draft New London Plan MSC") (July 2018) removed the requirement for Local Plans to define potential future CAZ reserve boundaries from Policy SD4.</p> <p>The LLDC's Revised Local Plan Publication Draft (November 2018) has not been updated to reflect the July 2018 Draft New London Plan MSC and is now out-of-date with the requirements of emerging Strategic Development Plan. Therefore, the definition of the potential future CAZ reserve boundary is unjustified and the Revised Local Plan Publication Draft (November 2018) unsound.</p>	<p>For the plan to be sound, references to the boundary of the potential future CAZ reserve should be removed as the reference is inconsistent with the emerging Strategic Development Plan and unjustified.</p> <p>It should be noted that the amendments relate to detailing boundaries to the potential CAZ reserve and not the designation itself.</p>
Section 1 - Introduction				
Section 2 – Our Area				
Section 3 – Visions and Objectives				
Section 4 - Developing Business Growth, Jobs, Higher Education and Training				
	C25	Table 4	Please refer to Representation No.1 regarding detailing of the potential future CAZ reserve boundary.	<p>SCBD Ltd. considers that references to boundaries to the potential CAZ reserve from Table 4 and paragraph 4.13 should be removed for consistency with the Draft New London Plan MSC (July 2018).</p> <p>For the plan to be sound, references to the boundary of the potential future CAZ reserve should be removed Table 4 and paragraph 4.13, as the reference is inconsistent with the emerging Strategic Development Plan and unjustified.</p>
	C32	Paragraph 4.13		
	C41	Policy B.2	SCBD Ltd. supports the promotion of complementary residential development in all Centres to optimise housing delivery, as sought by the revised wording of criterion 6 of Policy B.2.	No amendment sought. General support.
Section 5 - Providing Housing and Neighbourhoods				
	C64	Strategic Policy 2	<p>The Mayor of London set out the Threshold Approach to the provision of affordable housing in the Homes for Londoners: Affordable Housing and Viability Supplementary Planning Guidance adopted in August 2017. Subsequently the approach was incorporated in the Draft New London Plan in November 2017 as Policy H6 'Threshold approach to applications'. The latest wording from Draft New London Plan MSC (July 2018) states in Part B:</p> <p><i>"The threshold level of affordable housing on gross residential development is initially set at:</i></p> <p><i>1) a minimum of 35 per cent; or</i></p> <p><i>2) 50 per cent for public sector land where there is no portfolio agreement with the Mayor;"</i></p>	<p>SCBD Ltd. considers that the proposed wording is not effective and unsound in its current form.</p> <p>Further clarity should be provided in the wording of criterion 2 to refer to the threshold approach detailed in Policy H.2 of the Local Plan.</p>

REGULATION 19 CONSULTATION ON THE PUBLICATION DRAFT REVISED LOCAL PLAN REPRESENTATIONS FROM STRATFORD CITY BUSINESS DISTRICT LIMITED (SCBD LTD.)

December 2018

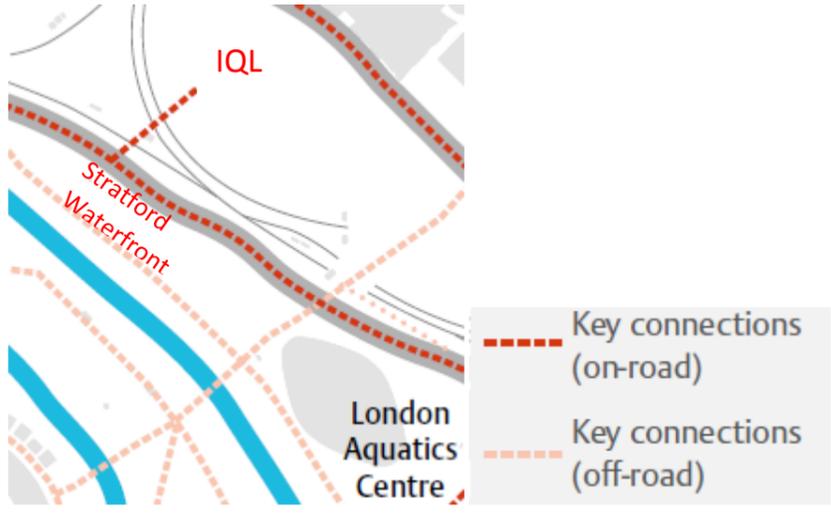
			<p>The additional wording proposed for Strategic Policy SP.2 in the LLDC's Revised Local Plan Publication Draft (November 2018) incorporates the requirements of the Draft New London Plan MSC (July 2018) in criterion 2, which states:</p> <p><i>"2. Maximising affordable housing delivery through a minimum 35 per cent target across the area and applying the Mayor's threshold levels of 35 per cent and 50 per cent on a habitable room basis (see Draft New London Plan Policy H6)."</i></p> <p>SCBD Ltd. considers that the wording is not clear how the thresholds are applied and refers to the Draft New London Plan, which could be adopted before the LLDC's Revised Local Plan is adopted and as such, the reference would be out of date.</p>	
	C71	Policy H.1	<p>Part 1 of Policy H1 seeks All residential schemes including Build to Rent (BTR) schemes to provide a mix of unit types with two bedrooms or more constituting more than half the total. We consider this policy to be too restrictive and not necessary reflective of housing needs where small units which are more affordable to be provided including studios and 1 beds.</p> <p>Whilst we recognise the Housing Requirements Study (2018) suggests there is a high demand for two bedroom market and affordable homes, this requirement is inconsistent with the draft London Plan policy H12 part C which states that Borough's should not set prescriptive dwelling mix requirements (in terms of number of bedrooms) for market and intermediate homes.</p>	<p>SCBD Ltd recognises that paragraph 5.11 states that detailed mix of dwelling sizes will be considered by individual site circumstances, the policy as currently worded is too restrictive and unjustified, we would therefore request this is set out as an aspiration but not a policy restriction. This is also inconsistent with the draft London Plan Policy H12c and should therefore be removed to become sound.</p>
	C76		<p>The covenant restriction for at least 15 years is too broad a definition. We consider it appropriate to amend this text to a maximum of 15 years to align with funding lengths for numerous operators and allow for exit should the market fail.</p> <p>Reference to clawback procedures should be clarified to ensure it takes into account only any forgone planning obligations i.e. it is capped at the policy compliant level of affordable housing if considered as a for sale scheme.</p> <p>SCBD Ltd consider that the current wording needs clarifying to become effective and justified.</p>	<p>To become sound SCBD Ltd suggest the following changes:</p> <p>Amend paragraph to "covenant for a maximum of 15 years and containing specific management measures."</p> <p>Amend paragraph to "clawback capped at policy equivalent amount"</p>
	C84	Policy H2 Delivering Affordable Housing	<p>This policy proposes to amend the current wording to be consistent with the draft London Plan, applying the Fast Track and Viability Tested Routes and thresholds to maximise affordable housing delivery.</p> <p>The policy has also been amended to clarify the tenure breakdown of the affordable housing thresholds as 60% low cost rented and 40% intermediate, but it is not clear what the requirement is for BTR schemes. This should be consistent with the draft London Plan tenure mix (policy H13)</p>	<p>SCBD Ltd support the changes to align with the draft London Plan.</p> <p>In addition to policy setting out that where BTR is proposed, this should be consistent with the draft London Plan approach to Fast Track and Viability Tested Route for BTR specific schemes (policy H13). SCBD Ltd considers the clarification will make the policy effective and sound.</p>
	C85	Paragraph 5.13	<p>This supporting paragraph sets out that the target and tenure mix has been determined according to evidence and subject to rigorous viability testing to determine viability across the whole area.</p> <p>Quod have undertaken a review of the Housing Requirements Study this has not considered the demand for build to rent units against market sale in any detail and the bedroom mix requirements of these two distinct tenures. An example of this is the impact of sharer accommodation common within B2R schemes which support housing needs for high quality affordable accommodation.</p>	<p>SCBD Ltd consider that the concerns raised risk the deliverability of the 35% target across the site where a number of specific items have not been considered in full. We consider that given the new viability policy and importance of testing at plan making stage that these requirements need to be considered in more detail with clearer understanding of the findings to allow those to understand and interpret the results.</p>

			We have reviewed the Viability Study and have raised some concerns in accompanying Note regarding the approach that has been taken.	
	C88	Paragraph 5.15	<p>We consider that the BTR tenure restrictions to be too onerous and does not recognise the distinct BTR economics when compared to sale.</p> <p>The tenure mix requirement in the draft LLDC supporting text are set out below:</p> <ul style="list-style-type: none"> - 60% equivalent to London Affordable Rents (LAR) rents - 30% London Living Rents (LLR) - 10% equivalent rates to other intermediate products <p>This tenure requirement is inconsistent with the draft London Plan where the tenure requirements are as follows:</p> <ul style="list-style-type: none"> - 30% LLR - 70% at a range of genuinely affordable rents <p>We do not consider that the borough has considered the relationship between the level of discount required and the viability of achieving the relevant threshold level (footnote 54A draft London Plan minor suggested changes)</p>	<p>SCBD Ltd do not consider that it is justified to apply the same tenure mix requirements for sale and BTR schemes as this does not take into account the distinct economics of Build to Rent schemes. We consider that more flexibility should be added in line with the current draft London Plan policies allowing 30% at LLR levels and 70% at a range of genuinely affordable rents.</p> <p>The restriction in place that any other tenure mix would be subject to the Viability Tested Route is far too inflexible and inconsistent with the draft London Plan policies for Built to Rent (policy H13). SCBD Ltd recommends these changes are made to become sound.</p>
Section 6 - Creating a High Quality Built and Natural Environment				
	C129	Paragraph 5.51	<p>The proposed wording states:</p> <p>“Where the population density is above that of equivalent schemes and there are considered to be <u>sufficient</u> impacts on transport or infrastructure demand, further S106 contributions may also be sought for mitigation of impacts.” [Our Emphasis]</p> <p>The wording in its current form is ineffective and unsound, as there is no detail to what is considered sufficient.</p> <p>Therefore, SCBD Ltd. considers that the wording needs further clarity to define what is considered sufficient.</p>	<p>SCBD Ltd. considers that for the proposed wording to be effective and sound, further clarity on should be provided to explain what impacts to transport or infrastructure demand are considered ‘sufficient’.</p>
	C149	Policy BN.4 Criterion 2.	<p>Criterion 2 Policy BN.4 states that:</p> <p><i>“All mixed-use and residential development should take account of the best practice guidance in the Legacy Corporation Design Quality Policy;”</i></p> <p>The LLDC Design Quality Policy is a guidance document and does not form part of the LLDC’s planning policy. SCBD Ltd. is a concerned that by introducing reference to the LLDC’s Design Quality Policy the policy gives the guidance more weight for a document, which has not been subject to the same level of scrutiny and examination as Supplementary Planning Documents or Development Plan Documents.</p>	<p>SCBD Ltd. considers that references to local guidance should be removed from the policies in Local Plan as it is unjustified and unsound. If references are to be included these should be made as supporting text only.</p>
	C163	New Policy BN.5 (Old BN.10).	<p>The proposed policy states that:</p> <p><i>“Outline planning applications for tall buildings will only be considered as an acceptable approach where the application is accompanied by a <u>sufficiently</u> detailed design code, coordinated with parameter plans, with these secured as part of any planning permission.”</i></p>	<p>SCBD Ltd. considers that for the policy to be sound the wording of the policy should be amended to become more effective.</p> <p>In the event the proposed policy is adopted, SCBD Ltd. considers that the following amendments or similar are necessary to become effective and sound (suggested amendments shown in red and deletions struck through):</p>

			SCBD Ltd. considers that the proposed wording is ineffective, as the plan does not specify what level of detail would be sufficient for design codes for outline proposals for tall buildings.	<i>“Outline planning applications for tall buildings will only be considered as an acceptable approach where the application is accompanied by a sufficiently detailed design code addressing considerations 1-6 above, coordinated with parameter plans, with these secured as part of any planning permission.”</i>
	C167	Paragraph 6.27	<p>The NPPF (July 2018) considers control of design quality from consent to implementation in paragraph 130, which states:</p> <p><i>“Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).”</i></p> <p>The new text in paragraph 6.27 of the LLDC’s Revised Local Plan Publication Draft (November 2018) seeks control over design team appointments and states that:</p> <p><i>“The design code and its implementation will be secured as part of any planning permission and is likely to include a commitment to securing and retaining an appropriately skilled design team....”</i></p> <p>The additional wording seeks unreasonable and unjustified controls over the design and implementation of development, beyond the requirements of the NPPF.</p> <p>SCBD Ltd. considers that control of design quality should be controlled through conditions attached on any approval. As such, SCBD Ltd. considers that the proposed wording is not consistent with national policy and as such is unsound in its current form. Therefore, the wording should be amended accordingly.</p>	<p>The proposed wording is not justified as design detailing can be secured through appropriately worded conditions and as it is more restrictive and not consistent with national policy.</p> <p>SCBD Ltd. considers that to become sound the proposed wording of paragraphs 6.27 and 6.28 should be amended to remove the reference to seeking obligations to secure adequately skilled design teams for later design and delivery stages.</p>
	C168	Paragraph 6.28	<p>As above, SCBD Ltd. notes that the new wording seeks to secure obligations to control the applicant’s design team appointments, as stated below:</p> <p><i>“A planning obligation will be sought to either retain the original design team or ensure that an adequately skilled design team is appointed for the delivery phase of the scheme to ensure that the original design intent is achieved.”</i></p> <p>The additional wording seeks unreasonable controls over the design and implementation of development, beyond the requirements of the NPPF.</p> <p>SCBD Ltd. considers that control of design quality is currently and will be controlled through conditions attached on any approval. As such, SCBED Ltd. considers that the wording should be amended accordingly.</p>	
Section 7 - Securing Infrastructure to Support Growth				
Section 8 - Creating a Sustainable Place to Live and Work				
Section 12 - Sub Area 3 - Central Stratford and Southern Queen Elizabeth Olympic Park				
	C286	Policy 3.1	SCBD Ltd. supports the new policy direction and support for growth to become a future International Centre. In particular, the directing of large-scale town centre uses to within the Stratford Metropolitan Centre, support for growth in office floorspace and delivering new residential accommodation in appropriate locations through the centre.	For the plan to be sound, reference to the boundary of the potential future CAZ reserve in Policy 3.1 should be removed as the reference is inconsistent with the emerging Strategic Development Plan and unjustified.

REGULATION 19 CONSULTATION ON THE PUBLICATION DRAFT REVISED LOCAL PLAN REPRESENTATIONS FROM STRATFORD CITY BUSINESS DISTRICT LIMITED (SCBD LTD.)

December 2018

			<p>SCBD Ltd. considers that the new policy adds support to the growth of the Metropolitan Centre to potential future International Centre through growth in office and residential floorspace.</p> <p>Criterion 2 of the policy refers to the boundary of the potential CAZ reserve.</p> <p>As explained in Representation No. 1, the definition of the potential future CAZ reserve boundary is unjustified and the Revised Local Plan Publication Draft (November 2018) unsound.</p>	
	C295	Site Allocation SA3.1 (Stratford Town Centre West)	<p>SCBD Ltd. supports the inclusion of a minimum yield of 2,000 new homes within the allocated site, which SCBD Ltd. consider will help ensure the vitality of the centre in accordance with NPPF paragraph 85 f).</p> <p>SCBD Ltd. agrees with the revisions to the development principles for Development Parcel 1 to introduce residential uses in addition to office and local service retail. This is a positive revision that allows for appropriate land uses to be provided to integrate the commercial centre and the residential area directly to the north of the Metropolitan Centre.</p>	No amendment sought. General support.
	-	Figure 36	<p>The bridge between the International Quarter London (IQL) and Stratford Waterfront is shown as a "Key connection (on-road)". See extract below.</p>  <p>This is incorrect as the bridge is currently proposed as a residential access only and has been proposed for such as part of the Stratford Waterfront hybrid application (ref: 18/00470/OUT).</p>	SCBD Ltd. considers that Figure 36 should be amended to show the route correctly as a key off-road connection.

Viability
Please refer to accompanying Note.



Note on Local Plan Viability

NOTE

QUOD REVIEW OF BNPPRE LOCAL PLAN VIABILITY ASSESSMENT – OCTOBER 2018

1 Introduction

- 1.1 Quod have reviewed LLDC's 'Revised Local Plan Viability Study' (October 2018), prepared by BNPPRE, on behalf of Stratford City Business District Limited (SCBD Ltd). This review is important in the context of the changes introduced by the National Planning Policy Framework (NPPF) and National Planning Policy Guidance which places greater emphasis on viability testing of policies at the plan making stage. The NPPG states *'the role for viability assessment is primarily at the plan making stage. Viability assessment should not compromise sustainable development but should be used to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan'* (paragraph 002).
- 1.2 The review highlights a number of specific concerns, each of which are outlined below, with the approach taken and/or underlying assumptions to test the ability of developments to accommodate the policy requirements of the LLDC's Revised Local Plan ('RLP').

2 Methodology

- 2.1 BNPPRE have used a typology approach to determine the viability of schemes within LLDC. This is in accordance with NPPG (paragraph 003) which states that *'plan makers can use site typologies to determine viability at the plan making stage'*. It should also be noted that the NPPG states that the *'assessment of sample of sites may be helpful to support evidence. In some circumstances more detailed assessment may be necessary for particular areas or key sites on which delivery of the plan relies'*. No specific sites have been tested at this stage.
- 2.2 15 development typologies have been tested, reflecting different densities and types of development that have and are likely to come forward in the LLDC area over the life of the emerging Local Plan. Whilst there is extensive typology testing, the nature of this method does not allow site specific constraints and circumstances to be taken into consideration. In accordance with planning policy requirements including national and regional policy it is necessary to ensure that the land value provides an incentive for the land owner to bring forward a site for redevelopment. A typology approach may significantly underestimate the land value of a site, and therefore inflate scheme viability and the ability to provide affordable housing.
- 2.3 The extensive appraisal output of the typology testing is extremely complicated, and is not easy to interpret. This may provide an issue when attempting to benchmark a scheme against the relevant scenarios. It is also evident that further typology testing needs to be undertaken to ensure that every type of scheme coming forward can relate to a typology.

3 Benchmark Land Value

- 3.1 The approach taken within the study is to compare the residual land value of a development to the Existing Use Value (plus premium) referred to as the 'Benchmark Land Value.' BNPPRE have identified that the approach of using current use values is a more reliable indicator of viability than using market values of prices paid for sites.

NOTE continued

- 3.2 It is important to note that the NPPG (para 17) identifies that the Alternative Use Value of a site may be informative in establishing Benchmark Land Value. It states that *'If applying alternative uses when establishing benchmark land value these should be limited to those uses which have an existing implementable permission for that use.'* The NPPG also states that the Alternative Use Value may be applicable *'if it can be demonstrated that the alternative use could be implemented on the site in question, if it can be demonstrated there is a market demand for that use, and if there is an explanation as to why the alternative use has not been pursued.'*
- 3.3 The alternative use approach to land value is also outlined in the recently adopted Homes for Londoners Affordable Housing and Viability SPG (August 2017). It states in paragraph 2.51 'An 'alternative use value (AUV) approach must reflect policy requirements. Generally the Mayor will only accept the use of AUV where there is an existing implementable permission for that use....and there is a market demand for that use'. It is not unreasonable that AUV has been relied on unless it can be evidenced that there is prospect for mixed use sites to come forward without residential.
- 3.4 BNPPRE have used a typology approach to assess potential land values across LLDC. BNPPRE have selected four benchmark land values to provide a broad indication of likely land values across the LLDC area. This approach only identifies office, industrial and open storage uses as a potential basis for the land value. It does not incorporate other common uses such as retail and community space. Whilst it is understood the typology approach may be relevant for smaller sites, it does not take into account site specific factors and is therefore not applicable for larger strategic mixed use schemes.

4 Build Costs

- 4.1 BNPPRE have commissioned WT Partnership ('WTP') to advise on build costs. WTP have provided advice on base build costs as well as adjustments to reflect LLDC's emerging policy requirements. The typology approach to build cost results in an over simplification of costs, and whilst it includes different densities, it may not incorporate site specific factors that would have a significant impact on the build cost.
- 4.2 It should also be noted that the BNPPRE approach to build costs does not appear to include exceptional costs. These costs relate to works that are abnormal and are site specific. BNPPRE clarify that they are unable to accurately provide a reliable estimate of what exceptional costs may be. The inclusion of these costs may drastically affect the viability of a scheme. For large scale strategic schemes there is a high chance of unexpected or abnormal costs. We therefore consider viability assessments at application stage will be necessary on a high proportion of applications coming forward.

5 Affordable Housing Values

- 5.1 BNPPRE have identified the broad methodology in which they have calculated affordable housing values. BNPPRE have only provided the rents per tenure, and high level assumptions. Due to a lack of information, it's unclear whether the approach to valuing the affordable housing is acceptable, or what capitalised values have been assumed. BNPPRE do not include a £/psf value for the affordable tenures, which is not in accordance with the NPPG which encourages transparency in the viability process.

6 Build to Rent

- 6.1 In regard to Build to Rent, BNPPRE have provided a range of potential rents and an investment yield of 3.5%. The range of rents are broad and do not provide clarity on an acceptable level to be used within a viability appraisal or site locations.

NOTE continued

- 6.2 BNPPRE have included a 20% management fee for Build to Rent. It is however not clear what this fee is made up of, and whether any other deductions should be included. It is also not clear what the vacancy rate is, and whether this has been taken into account in the typology appraisals.
- 6.3 BNPPRE have tested a number of different Build to Rent scenarios on tenure and density. In most cases where 35% affordable housing is provided, the scheme is deemed to be unviable. Only in some circumstances where costs required by policy (i.e. CIL & S106) are removed, do the scenarios show a surplus. These options would not be deliverable, we therefore consider the policy target of 35% to be unjustified and ineffective.
- 6.4 As set out in Quod's policy representations, there are concerns over the affordable tenure mix outlined in emerging policy H.2. The policy sets out that the tenure mix should consist entirely of DMR with 60% being offered at a discount equivalent to LAR, 30% as LLR and the remainder offered at equivalent rates to other intermediate housing offers. BNPPRE have tested this mix in a number of different typologies, and no schemes are viable with 35% affordable housing on this tenure mix.

7 Commercial Rents & Yields

- 7.1 BNPPRE have outlined their assumptions on rents and yields for a number of commercial uses. These assumptions are informed by lettings of similar floorspace in the area over the past year. A retail rent of £85 psf has been identified in Stratford, with an investment yield of 4.5%. Although this rate may be achievable on prime retail units, it is questioned as to the appropriateness of applying this across all retail units where these form part of a mixed use development. We consider there should be more variation for these unit types, with the impacts set out in the analysis section. This risks overstating value.

8 Appraisal Outputs

- 8.1 Even before taking into account the impact of the comments above, which is at risk of suppressing costs and overstating values, a significant proportion of the typologies are not viable at policy level affordable housing. Typology MU3 is unviable at policy affordable housing in every scenario. In other typologies, many schemes are only viable with the lowest open storage land value. Only the highest sales value, best case scenarios are viable at 35% affordable housing. The larger schemes are often unviable at 0% affordable housing.

9 Conclusion

- 9.1 As identified in the NPPG, it is important to review viability at the plan making stage. The NPPG states that *'policy requirements, particularly for affordable housing, should be set at a level that takes account of affordable housing and infrastructure needs and allows for the planned types of sites and development to be deliverable, without the need for further viability assessment at the decision making stage.'*
- 9.2 Having reviewed the revised Local Plan Viability Study, a number of concerns have been identified. These include how the benchmark land value is calculated, build costs, affordable housing values, commercial values and the appraisal outputs. There are very significant concerns regarding the build to rent viability.
- 9.3 Whilst the typology method is in accordance with the NPPG, there are a number of issues that need to be addressed to identify whether the policy target is 35% target is deliverable across the type of sites that will be brought forward to enable the LLDC to meet its housing targets. It would be beneficial for the viability

NOTE continued

study to be reviewed in detail. A number of key sites e.g. site allocations should also be tested given they will play a significant role in the delivery of the plan.

- 9.4 We also have concerns to the affordable housing tenure mix proposals to Build to Rent housing and the deliverability of Built to Rent when all other policy considerations are taken into consideration. MU3 typology most relevant to large mixed use developments is unviable with no affordable housing, it is therefore considered this risks the deliverability of the 35% target as set out in the RLP.

From: [REDACTED]
Sent: 20 December 2018 01:35
To: Planning Policy
Subject: Response to draft

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Red Category, Reps

Dear LLDC,

As a resident/stakeholder of the Greater Carpenters Neighbourhood Area, I would like to make the representations below in response to the draft changes to the LLDC Local Plan. My response concerns change reference number C301. Site Allocation SA3.4: Greater Carpenters District. Type of Change: Major.

'The Site Allocation is expected to yield a minimum of 2,300 new homes (gross) with an affordable housing threshold of 35% or 50% on public sector land, in accordance with Policy H.2'

I do not agree with this new site allocation of 'a minimum of 2,300 new homes (gross)' for the Greater Carpenters District, as this would mean demolition of existing homes. It seems impossible to build so many new homes in our area without drastically affecting our community for the worse, unnecessarily forcing households to move, destroying many social homes with inadequate replacement and jeopardising the situation of leaseholders and freeholders. We have been fighting as a community for many years to prevent such destructive change and will continue to do so.

Regards,

[REDACTED]

Sent from my iPad

From: [REDACTED]
Sent: 20 December 2018 06:08
To: Planning Policy
Subject: Response to draft changes

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category, Reps

Dear LLDC,

As a resident/stakeholder of the Greater Carpenters Neighbourhood Area, I would like to make the representations below in response to the draft changes to the LLDC Local Plan. My response concerns change reference number C301. Site Allocation SA3.4: Greater Carpenters District. Type of Change: Major.

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regards

[REDACTED]

[REDACTED]

R00137/BH/MR

By email only: planningpolicy@londonlegacyco.uk

17th December 2018

Planning Policy
London Legacy Development Corporation,
Level 10,
1 Stratford Place,
Montfichet Road,
Stratford
E20 1EJ

Dear Sir/Madam,

**LONDON LEGACY DEVELOPMENT CORPORATION LOCAL PLAN REVIEW (Regulation 19)
REPRESENTATIONS ON BEHALF OF UNITE STUDENTS**

I write on behalf of our client, Unite Students, to submit representations to the consultation on London Legacy Development Corporation Local Plan Review. UNITE Students is the UK's leading manager and developer of purpose built student accommodation (PBSA), providing homes for around 50,000 students in more than 140 purpose built properties across 28 of the UK's strongest university towns and cities.

The Legacy Corporation has prepared and published the Revised draft Local Plan (Publication Draft) ("Revised Local Plan") for consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 as amended. The consultation on the Revised Local Plan runs is due to close on **Monday 17 December 2018** and the LLDC are inviting further views on whether the Revised Local Plan is legally compliant, complies with the duty to cooperate and is deemed sound. This consultation is focused on the proposed changes to the Local Plan Policies. Following this consultation the plan will be submitted to the Secretary of State for examination in public.

Background to Representations

UNITE recognise that the provision of PBSA contributes to meeting the housing need. The overall contribution is two-fold as new PBSA provision will alleviate the housing needs by increasing the availability of larger family sized dwellings. This is in accordance with draft NPPG and NPPF which states local planning authorities should plan for sufficient student accommodation whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on campus. Student housing provided by private landlords is often a lower-cost form of housing. Encouraging more dedicated student accommodation may provide low cost housing that takes pressure off the private rented sector and increases the overall housing stock. The NPPG includes a paragraph at 020 which states that Strategic policy-making authorities need to plan for sufficient student accommodation whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on campus. Encouraging more dedicated student accommodation may provide low cost housing that takes pressure off the private rented sector and increases the overall housing stock.

In addition to the above, the adopted London Plan Policy 3.8 'Housing Choice' states that strategic and local requirements for student housing meet a demonstrable need in locations with good public transport access, taking account of their sub-regional and wider spheres of operation and capacity to contribute to the wider objectives of the London Plan. Importantly, the draft policies in the new London Plan, which is currently being consulted on includes a policy on 'Purpose-Built Student Accommodation' (H17). This states that boroughs should seek to ensure that local and strategic need for PBSA is addressed, provided that:

1. At the neighbourhood level, the development contributes to a mixed and inclusive neighbourhood;
2. The use of accommodation is secured for students;
3. The accommodation is secured for occupation by members of one or more specified higher education institutions;
4. At least 35% of the accommodation is secured as affordable student accommodation; and
5. The accommodation provides adequate functional living space and layout.

The draft policy further states that student accommodation providers and higher education institutions are encouraged to develop student accommodation in locations well-connected to local services by walking, cycling and public transport but away from existing concentrations in Central London as part of mixed-use regeneration and redevelopment schemes.

Most importantly the new London Plan recognises that new flats, houses or bedrooms in PBSA all contribute to meeting London's housing need and that the completion of new PBSA therefore contributes to meeting London's overall housing need and is not in addition to this 'conventional' need. The further supporting policy text states that every three student bedrooms in PBSA that are completed equate to meeting the same need that one conventional housing unit meets, and contribute to meeting a borough's housing target at the same ratio of three student bedrooms being counted as a single home.

On the basis of the regional and national adopted and emerging policies on student accommodation, we would encourage the LLDC to review and update their PBSA policies to be more flexible and recognises that PBSA contributes towards overall housing need amongst other key social, economic and environmental factors which support mixed and balanced communities.

Proposed changes to Draft Policy H.4 Providing Student Accommodation

In terms of the proposed changes to draft policy H.4 (reference para C97), we make the following representations:

1. **Nominations Agreements** - We acknowledge the policy requirement which seeks to secure the accommodation through planning agreement or condition for long-term student use and be secured by nomination agreement for occupation by students of one or more identified Higher Education provider. However, the previous wording allowed for maximisation for affordable student housing provision where it was not possible to secure a nomination agreement. The policy as amended is more onerous and should be amended to allow for either a nomination agreement or the provision of affordable student provision. The policy as amended could prohibit PBSA developments coming forward and does not follow the policy thrust of the Draft London Plan. This imposes a further requirement which states that unless the accommodation is secured by a specified University through a binding legal agreement, the development will not be supported. Unite do not support this approach as this type of binding connection with a specified provider at such an early stage in the planning process is extremely restrictive and does not coincide with the manner in which Unite operate which is to generate demand through students letting directly. Additionally, Unite have found that Universities are often reluctant to engage in such agreements where they are liable to pay void payments if they are unable to fill rooms or take a risk on losing a development (and therefore committed rooms) if it falls behind in the planning and / or construction process, which can take between 4 – 5 years. The removal of this restriction will afford the applicant a greater degree of flexibility and enable rather than hinder the delivery of high quality student

accommodation schemes which is essential to addressing the student accommodation shortfall in London Boroughs over the plan period;

2. **Location** - The inclusion of the wording 'proposals outside these locations (within in or on the edge of Metropolitan Centres) will be acceptable where they are suitably located for easy access by walking, cycling or public transport to the higher education provider/s to which the proposal is linked'. This additional wording is supported as it allows flexibility for the location of PBSA provided that it meets a need. We therefore, encourage that PBSA is supported across the LLDC area as it is considered all locations are a relatively short walk to the existing and proposed university facilities.
3. **Positive balance of tenure and income** -This requirement states that PBSA should facilitate a positive balance of tenure and income in the locality and have no adverse impact. This amended policy wording is supported; however, it should be more positive and recognise how PBSA in fact contributes to mixed and balanced communities. The student population should be afforded an equal standing to residents given that they contribute significantly to the local and wider economy and the provision of student accommodation alleviates pressure on housing land supply in the same respect as conventional residential dwellings. In addition, the need of a typical student to access GP, optician and dentist services are far lower than those residential properties with older family members or children. Students will invariably attend GP facilities on campus or where the parental home is. PBSA developments will also pay for their refuse collection which is generally undertaken within the development themselves, thereby minimising any inconvenience on the street or to the Council services. The amended supporting text of this policy adds a further caveat that there is justification required of local market need information to ensure proposals will not impact upon the aims of requirement (3) which is supported, the deletion to the reference of overconcentration is strongly supported.
4. **Affordable student provision** -The inclusion and requirement to deliver the maximum level of on-site affordable student provision subject to the viability tested route is supported, however, this requirement should be linked to part 1 of the policy and the affiliation of a HEI as this also influences the affordability of PBSA. This is further supplemented by additional paragraph 5.31 which states that The draft New London Plan expects non-self contained schemes such as student accommodation to contribute to the supply of affordable housing. Any new proposals should therefore provide a minimum of 35% on-site affordable student bedspaces available at a rate affordable to students on maximum state funded financial support (defined by the Mayor's Annual Monitoring Report and appropriately indexed in later years).

Unite are concerned that the proposed affordable rent requirement for student accommodation is too high and will ultimately hinder the future delivery of good quality student schemes. Affordable rent cannot be considered in isolation and must be considered alongside the introduction of Borough and Mayoral CIL which collectively amount to significant additional development costs and will continue to have a dramatic adverse impact on the supply of student accommodation in the City. This will ultimately deter the delivery of student schemes and consequently place additional pressure on the supply of other conventional forms of housing. Unite, amongst other student housing providers are concerned that additional barriers will further slow-down the delivery of pipeline schemes across the city and ironically, result in unintended consequences comprising:

- a. A reduction in the supply of purpose built student accommodation;
 - b. A reduction in the supply of affordable rent;
 - c. Lack of supply of student housing not being able to address the increased demand and thus existing rents increasing; and
 - d. An increase in students using the HMO/general needs housing market and thus reducing the supply of conventional housing.
5. With supply being reduced, market forces will dictate the rents of the limited supply of purpose-built student accommodation and will inevitably become more expensive. Additionally, if the 35% affordable rent requirement is strictly enforced it is highly likely that accommodation providers will increase the rent levels on the remaining 65% to mitigate the financial impact on viability. As such, the practicality of the implementation of this policy and the principle is ultimately flawed and should be left to the free

market. Furthermore, the draft policy does not allow or have consideration to the management of the affordable percentage i.e. who manages it and who dictates the allowance. Unite have made representations to the London Plan on this requirement and these are at **Appendix A** of this representation.

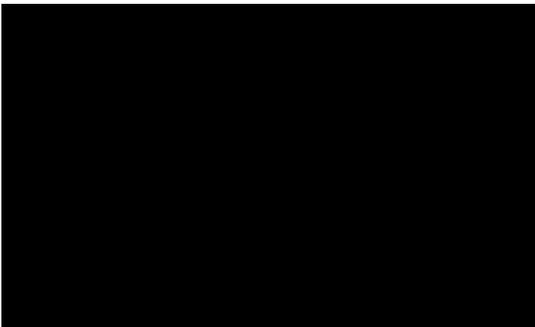
We strongly support the inclusion of paragraph 5.20 in the supporting policy text which acknowledges the draft New London Plan policy and includes supporting policy text which states that 'provision of new purpose-built student accommodation (PBSA) can contribute towards the overall supply of housing'. However, it states that this should be dispersed for the reason, that the LLDC will ensure that student accommodation permitted within an area meets genuine student needs and is appropriated in location and that uses are integrated well into the wider environment through application of this policy. Whilst the acknowledgement of the contribution of PBSA to the overall supply of housing is supported, the inclusion of the need to disperse PBSA fails to recognise the wider contributions that PBSA brings to a locality. The inclusion to the additional wording 'for the purposes of clarification, PBSA will be monitored on the basis of 3 bedspace accounting for a single home' is strongly supported.

It is understood that the LLDC are also consulting on a revised draft community infrastructure levy charging schedule, however, Unite are not making representations to the increase in charge for PBSA (introduction of an increased charge of £123.17 per sq m, previously £100 per sq m).

In conclusion, we support the review of the LLDC Local Plan and hope that our representations will be considered. Please acknowledge receipt of our representations to the London Legacy Development Corporation Local Plan Review. We look forward to discussing matters with you further in the future.

If you should have any questions in the meantime please do not hesitate to contact [REDACTED] or myself at this office.

Yours faithfully,

A large black rectangular redaction box covering the signature area.



On behalf of Amanda Reid,
Head of Planning and Development
London Borough of Newham

Newham Dockside (W1)
1000 Dockside Road
London, E16 2QU

FAO LLDC Planning Policy Team

By email only to:
planningpolicy@londonlegacy.co.uk



Dear Alex,

Regulation 19 – Consultation on the Publication Draft Revised Local Plan

Thank you for the opportunity to submit representations as part of this consultation, please find comments below.

If any further information is required in relation to these comments please let us know, we look forward to further co-operation throughout the Local Plan Review process.



Principal Planner, LBN Policy Team

Economy

A core objective of the Draft Plan (section 4) is to increase the prosperity of east London through growth in business and quality jobs with an emphasis on cultural and creative sectors. However, LBN are unconvinced that the economic strategy proposed will be effective to this end.

It is important that London's economy is not de-prioritised (i.e. in the ongoing competition between land uses) and that employment and industrial spaces that allow business uses to grow and evolve continue to be provided. The Draft Plan however appears to have a 'rose tinted' view of future needs / the role of the Corporation's employment land, seemingly prioritising lighter/hi-tech/cultural/creative uses over valuable heavier / space extensive industries (Policy SP1). Whilst we don't argue there may be need for such uses within the LLDC's plan area as per Policy SP1, it is also known through LBN's own evidence base¹ that there is significant industrial demand for warehousing and logistics which should be provided for.

Alongside other types of employment land, provision for heavier industrial uses is a key component in achieving sustainable economic growth. Noting that Policy B1 promotes locations for, and maintenance of, employment land, it is critical that the Plan works hard to ensure sufficient protection is in place and that employment policies create environments which meet a range of business needs. This should not just be for those uses associated with cultural/creative sectors or those that are easier to secure compatibility with residential, as seems to be implied by the limited extent of policy B1.

Pertaining to the potential effectiveness of Policy B1, it is unclear how heavier and space extensive uses (for which there is known demand) will be accommodated across the plan period within the context of significant wider regeneration surrounding industrial land. Whilst Policy B1 sets out the broad parameters for directing economic growth with a promotion of B Class Uses on SIL, the policy needs to ensure heavier uses can be managed and operate in suitable locations (including at night), without operational threats that may emerge from other development in the area (e.g. complaints relating to noise or fumes for example).

Newham (and London) is facing a significant industrial challenge over the plan period, in which displacement, significant levels of industrial land release² (above benchmarks) and residential 'hope values' have all continued to create significant pressures on industrial land. Without adequate protection and promotion of these uses within the Corporation's own industrial land, this will have implications for local and regional economies including 'knock on' displacement issues with businesses moving on. Presumably there is the assumption these uses will be accommodated on SIL elsewhere in Newham, or just disappear, but the impacts of this have not been appropriately explored and as such the policy approach is inadequately justified. The LLDC's evidence base highlights the issue of increasing industrial rents and demand as a key challenge, but while Policy B1 incorporates the 'no net loss' principle of the London Plan it does not take this further, for example by addressing the function (operational capacity) of floorspace as opposed to a simple quantum replacement. For example, part B1.5 allows for the re-provision of B2/B8 capacity (including yardspace, a crucial component of many industrial operations) *or* intensification of employment density across other B Class uses. It is inevitably the latter option that is likely to be more favourable to most developers (given better compatibility with high value residential uses e.g.), meaning the policy could result in increased densities of 'lighter industrial uses' without securing protection for any B2 uses that may exist on a site, and as such a gradual erosion of viable floorspace for such uses.

The above failure to positively plan for economic Objectively Assessed Needs (OAN) is likely to be further exacerbated by a commitment to 'longer term SIL Release' at SA4.5. The Plan's approach relies heavily on the idea of replacement B Class floorspace (unspecified in terms of quality of offer) rather than measures to specifically retain businesses within the LLDC area. Paragraph 4.10 confirms (albeit in the limited circumstances identified) that the loss of B2/B8 floorspace will be acceptable, given the evidenced need, LBN queries this policy approach.

¹ [LBN Employment Land Demand Study \(2017\)](#)

² [London Industrial Land Demand Study \(2017\)](#)

Transport Infrastructure

Policy T.4 fails to pay sufficient regard to the need to manage the pedestrian and transport hub impacts of proposals that attract large numbers of visitors at particular times. Stratford is increasingly becoming more of a 'destination' and the cumulative impact of proposals such as MSG and Waterfront in combination with other high volume facilities such as the London Stadium will inevitably be significant in terms of pedestrian movement and public transport use. There is a lack of acknowledgement of the likelihood of frequent disruptions to public transport/pedestrian routes for residents/those not attending events will affect travel behaviour more broadly, with unclear consequences e.g. ambitions to get people out of their cars, which is not the primary issue here. Whilst policy T.4 seeks to manage development and transport impacts, there needs to be further reference under T.4.4 to explicitly highlight the impacts of proposals that generate large (including crowds) numbers of people rather than just car usage. This is particularly important in relation to capacity at Stratford Station (and subsequent knock on impacts on the wider network) which is highlighted as a transport investment priority in SP.4, T.3 and T.4. Therefore the policies noted above do not seek to tackle the range of key issues relating to the impacts of proposed development to support core objectives of the plan. As such Policy T4 is not considered to be consistent with the NPPF, specifically chapter 9 (Promoting Sustainable Transport), wherein paragraph 102 states that 'transport issues should be considered from the earliest stages of plan-making and development proposals, so that: a) the potential impacts of development on transport networks can be addressed'.

Chobham Farm North

The Draft Plan proposes a new site allocation at Chobham Farm North (SA.2.4), but the allocation is very broad in its specification of uses and does not appear to align with / pick up on other policies within the Plan. For example, it mentions family homes though as per our other representations the Plan does not define family housing or establish a threshold offering. The allocation is for 'mixed use' though no reference to what the uses should be other than 'family housing' are made. While existing uses are noted (D1 / B1 / B8), the allocation makes no reference to the protection of these uses as per other parts of the Plan. The allocation also refers to sensitivities to the west and north (under Supporting Development Principles) but inexplicably ignores existing communities to the east. For the reasons set out, the site allocation is considered ineffective; to ensure aspirations are realised on identified sites, the allocation should be specific regarding the mix of uses and housing tenures expected.

Housing

The following paragraphs set out the London Borough of Newham's (LBN) principal concerns with regards to the housing policies as outlined within Section 5 (Providing housing and neighbourhoods) of the London Legacy Development Corporation (LLDC) Revised Local Plan Publication Draft.

Objective 2 of Section 5 outlines the LLDC's aim to establish and maintain locally distinctive neighbourhoods which meet housing needs, alongside providing accessible and high quality infrastructure, with an overall housing target of 22,000 new homes to be delivered between 2020 and 2036. This objective is outlined further within Strategic Policy SP.2, Development Management Policies H.1 to H.8 and Community Infrastructure Policies CI.1 to CI.2.

Policy SP.2 speaks specifically to the importance of providing for a full range of identified size, accommodation and tenure requirements, including family housing in all tenures, specialist housing and specific housing products which contribute towards the overall housing mix and meet identified need. This overarching aim is also outlined in Policy H1, which seeks to secure an appropriate mix of housing and accommodation types, again in accordance with needs based requirements.

Despite undertaking a 'gold standard' extensive household survey - including a Population Report: Profile & Forecasts (March 2018), Housing Requirements Study (March 2018) and Housing Background Paper - evidence of housing need is taken from the Greater London Authority's (GLA) pan-London evidence base, with little or no attempt to reconcile this with constituent boroughs' needs analysis including the Outer North East London (ONEL) Strategic Housing Market Assessment (2016) and other neighbouring borough SHMAs.

The failure to sufficiently account for this wider spatial evidence base has implications for delivering on the objective of providing for a full range of identified size, accommodation and tenure requirements, and effectively contributing to the overall housing mix requirements as per Policies SP.2 and H.1. This ties in with the need to create sustainable mixed and inclusive communities alongside sufficient, accessible infrastructure as outlined more broadly through Section 5 of the Revised Plan.

The Housing Background Paper (October 2018) forming part of the Revised Plan's evidence base states the 'balanced mix' approach of the Revised Plan has been informed through the specific size requirements from the Housing Requirements Study (HRS) and the London SHMA, as well as through review of the latest Strategic Housing Market Assessments of surrounding boroughs identifying a greatest need for 3 bedroom affordable homes (Newham and Hackney).

At paragraph 5.11, the policy application segment states that in all cases, 2 bed plus properties should exceed 1 bed (i.e. the former should be more than half the total) and proposals should show how the provision of family housing has been maximised. Whilst this may satisfy the GLA SHMA's identified predominant need (1 beds) and the HRS's (2 bed market/ 2 & 3 bed affordable) it does not go far enough to account for the ONEL SHMA's requirements for 3 bed family homes (at 64%). As such, more emphasis on 3-bed homes is encouraged, together with a firmer target for delivery on all proposals - as is detailed for low cost rent, notwithstanding any objection that LBN have to the mix apportioned for this tenure.

Moreover, no explicit definition of what constitutes 'family housing' is provided within the Revised Plan calling into question how policy will be implemented, and no guidance is included regarding the acceptability of studios, which could have a considerable impact on mix percentages. Finally, it is not expressed how this maximisation of family housing will be balanced alongside other matters that impact the viability of schemes, such as infrastructure funding and the provision of affordable housing.

The policy's failure to provide sufficiently clear targets for family housing provision has harmful implications for the achievement of sustainable development objectives across both Newham and the LLDC area generally, specifically with regards to ensuring mixed and balanced communities are facilitated through the provision of a mix and balance of housing types and adequate supporting

infrastructure. Additional engagement with aforementioned surrounding Local Authorities' needs analysis documents would help to address this concern.

The above issues raise implications with regards to the soundness of the Revised Plan, both in relation to its positive preparation being informed by agreement with other authorities, its justification based on proportionate evidence, and its likely effectiveness. It is clear that these tests have not been satisfied in terms of engaging with the existing evidence base of surrounding authorities to ensure a joined-up approach in delivering national policy objectives around sustainable development.

Moving on to matters of Affordable Housing (AH), Strategic Policy SP.2 speaks to maximising affordable housing through a minimum 35% target across the area and applying the Mayor's threshold levels of 35% and 50% on a habitable room basis. This target is further transposed in to Policy H.2, which sets out the recommended split of 60% low cost rented and 40% intermediate as well as a commitment to applying the Mayor's Fast-Track and Viability-Tested routes and thresholds.

The habitable room (rather than unit) based target and 'threshold' approaches are not accompanied by comprehensive analysis as to whether these are of the most benefit locally, relying only on the Draft London Plan approach. For instance, in the formulation of LBN's Local Plan, the Council's Options Appraisal (OA, SD06) modelled how alternative approaches to AH delivery may play out in practice. The results of this analysis demonstrated that affordable housing on a unit basis yielded *higher* levels of affordable housing. A modelling of both approaches to affordable housing delivery would provide a more robust justification for the policy targets used, ensuring the adopted approach is justified in terms of genuinely maximising affordable housing delivery relevant to local need.

Further to this, it is felt there is over-reliance on the various public landowners within the area to deliver affordable housing, this position is outlined in paragraph 5.5 of Strategic Policy SP.2 and further reiterated in Policy H.2 of the Revised Plan. The requirement for 50% affordable housing to be delivered on publically owned land is also discussed within the Housing Background Paper forming part of the Plan's evidence base. The dependence on these sites to deliver affordable housing to compensate for wider under-delivery across the LLDC area disregards the mixed and balanced communities objectives promoted within the overarching objectives of the Revised Plan. Whilst LBN recognise the ambitions of both the Mayor of London and the Mayor of Newham to deliver ambitious affordable housing targets in their sites, there is a need for a higher level of ambition to also be applied elsewhere.

LBN also raise concerns regarding the Plan's position with respect to Private Rented Sector (PRS) accommodation, specifically Houses in Multiple Occupation (HMO). Policy H.6 acknowledges the rise of large scale HMOs, but whilst making various specifications around this in terms of protecting existing stock and affordable housing, it does not seek to control it by any specific measure, for example in terms of limiting it to particular locations with suitable access to infrastructure. This means that such accommodation - with its limited role in the housing market (serving only single person households) has the potential to displace capacity for development that meets more flexible, mainstream need. This again has effects with regards to the mixed and balanced objectives outlined previously, contrary to sustainable development policy objectives promoted at the national level, and the overall effectiveness of the plan.

For the above outlined reasons, LBN question the soundness of the plan in relation to housing matters, with the various points of concern raised being considered to impede the delivery of sustainable development objectives as outlined within the National Planning Policy Framework.

Density

It is noted the East Bank area (also referred to as the Stratford Waterfront sites) is identified within the Revised Plan as one of the Legacy Corporation's Priority Projects, providing new homes for Sadler's Wells, BBC Music and the V&A (in partnership with the Smithsonian Institution), as well as University College London and University of the Arts London's London College of Fashion. Objective 1 of the Plan, in looking to promote growth in business and quality of jobs with an emphasis on cultural and creative sectors along with quality higher education opportunities, also makes reference to East Bank in terms of providing a centre of cultural and sporting excellence and providing new established university campuses. Policy SP.1's reasoned justification outlines the East Bank will become a new cultural focus to the area, providing approximately 5,000 jobs by 2036 in academic institution and commercial research space, student accommodation and retail, cultural and education institutions sectors.

The Housing Background Paper forming part of the Plan's evidence base outlines that the Legacy Communities Scheme (LCS) has been subject to amendments taking into account the East Bank proposals, which would result in a net loss of residential floors space originally projected from the LCS of around 1400-1500 residential units. A Deed of Variation to the LCS S106 agreement makes a commitment to making up as much of this capacity as possible by increasing density in Planning Delivery Zones 8 and 12, noting that the Legacy Corporation's ownership of these sites provides greater delivery certainty. However the Plan's evidence base should have clarified what is possible and acceptable in light of other policies, so it is clear what is deliverable in terms of housing numbers to meet OAN.

The London Borough of Newham (LBN) raise concerns over the assumption that appears to underlie this: that is that it will be possible to deliver higher density through development on other plots owned by the LLDC as a way of compensating for lost capacity at East Bank. Whilst this may be a possible resolution to the created housing shortfall, it is not considered this approach is fully justified in planning terms in relation to character considerations of local context to ensure a strategic approach to the delivery of tall buildings which are not harmful to their surroundings.

The lack of proportionate evidence and analysis of these approaches brings into question the soundness of the Plan's position with regard to these sites, in particular the need to comprehensively justify the Plan, the effectiveness of this position in terms of its deliverability, taking into consideration the need for proper and positive planning for OAN, and the need to ensure the delivery of sustainable development consistent with the objectives of the NPPF.

Town Centre policies

While the vision for Stratford Metropolitan set out in Policy 3.1 is generally supported, there is a lack of engagement with the question of how the old and new parts of the town centre interrelate and complement each other going forward, with a lack of reference to integration, and a more balanced distribution of new development going forward. The LLDC Town Centre and Retail Study evidence base indicates most retailer demand is from uses more prevalent in the older part of the town centre, but there continues to be promotion of more development on the Westfield side, including an expansion to support the East Bank proposals. Nor is there acknowledgement in the evidence base or the policy of several significant commitments on the LBN side (Morgan House, and Stratford Office Village) and the impact of this on capacity.

Similarly, the approach to Stratford High Street outside of the town centre boundaries set out in revised Policy 3.2 is not justified by the evidence base in terms of need for out of centre overspill for night time, culture and leisure uses, particularly given significant floorspace already proposed outside the current boundary, at East Bank. The approach to address a tricky ground floor environment (the busy road) with space for a nascent night time economy designed in to new PRS schemes is questionable. This creates problems for management of it and its impacts, including the impact on the ground floor environment during the day, and on the town centre, which is what should benefit from this demand (indeed the evidence base suggests there is an over-provision of such uses so they need to be more focused). There is also a lack of consideration of other uses that may benefit from such a fringe location, notably community uses and micro-businesses, as LBN policy encourages. Consideration in all cases however needs to be made to town centre impacts, impacts on the street environment, and residential quality.

Therefore, LBN consider that policies 3.1 and 3.2 as written are not justified or effective, and they risks the health and vitality of Stratford Metropolitan as a whole by promoting a level of growth for which there is no demonstrable market appetite, against the NPPF requirement to positively plan for town centres.

Finally, local retail/non-residential out of centre uses are also poorly controlled, as evidenced by voids e.g. in the Chobham Manor and Stratford High Street areas, but this approach (allowing it in dispersed locations to serve 'local needs' through Policy 2.3) has not been re-evaluated. Furthermore, the updated evidence base indicates limited need for additional retail floorspace even in designated town centres. Therefore, the policy doesn't seem to be effective or justified light of experience, and is not consistent with the NPPF or in general conformity with the London Plan which both require Local Plans to promote and protect town centres first.

Below are proposed amendments (highlight new text, ~~strikethrough~~ deletions) that would address the above concerns and make the policy justified, effective and in line with the NPPF and the London Plan approach to town centres:

Paragraph/Policy	Proposed modifications
Section 11, Policy 2.3 Local Centre and non-residential uses	Non-residential uses, including A1-A5 and B1a, within Sub Area 2 should be small-scale, serve localised need and be concentrated within the designated Local Centre. Outside of the Local Centre, proposals for these uses <u>will only be supported where there is a demonstrated local lack of access to similar provision within a designated town or local</u>

	<u>centre, and should be located along key routes and/or in relation to public spaces, and should be of a scale that will serve the needs of the immediate surroundings or be ancillary to a main use with which it is associated while being mindful of the need to avoid unlettable ground floor voids.</u>
Section 11, Para 11.10 (Policy application)	Any planning applications for new non-residential uses within the Sub Area should be located within the Local Centre boundary or, where <u>there is a demonstrable lack of access to similar provision within 400m (e.g. physical barriers) and</u> they are of a small enough scale, be located along key routes, particularly where these are active frontages as identified in Figure 32. <u>Applications of non-residential uses outside of the Local Centre will be supported by evidence of market testing and a marketing and meanwhile use strategy to avoid creation of unlettable ground floor voids.</u>
Section 12, Para 12.3 (Area Priorities)	[...] The following priorities will apply when considering future development opportunities: <ul style="list-style-type: none"> • Supporting the Metropolitan Centre <u>(as a whole, including old Stratford)</u> and driving change and investment through identifying opportunities for business, cultural, visitor attractions and educational facilities [...] <ul style="list-style-type: none"> • Achieving quality public spaces and public realm <u>that drive convergence between old and new Stratford Metropolitan</u>
Section 12, Policy 3.1 Metropolitan Centre	<u>7. Ensure development contributes to cross boundary convergence of old and new Stratford through new connections and consideration of impacts on the balance and functionality of the whole town centre.</u>
Para 12.7 (Policy Application)	Any proposals for large-scale town centre uses should be focussed within the existing town centre boundary <u>(including the old section within London Borough of Newham), or where identified as a potential location for expansion. Other edge of centre locations, such as Stratford High Street Policy Area (see Policy 3.4 3.2) also play a role in supporting the diversification of complementing the function of the Centre.</u>
Section 12, Policy 3.2 Stratford High Street Policy Area	Proposals for mixed-use development along Stratford High Street will be required to demonstrate that it will enhance the character, townscape and function as a lively main street <u>complementing existing and planned for provision within Stratford Metropolitan (as whole). Appropriate proposals for innovative mixed-use products including shared living and where residential and non-residential components are provided as an integrated product in particular focussing on culture and night time economy uses will be supported at the northern zone of the Stratford High Street Policy area (see Figure 33).</u> All other non-residential elements of mixed-use schemes will be acceptable where they maximise flexibility of function and are vertically and horizontally integrated with residential. <u>Appropriate innovative mixed use products, including shared living, will secure high quality of accommodation and ensure the ground level street environment is activated during the day and into the evening.</u> <p>Introduction of new, medium-scale retail, leisure and community uses may be appropriate, subject to a positive retail impacts assessment on planned public and private investment and vitality and viability of the</p>

	Centres (see Policy B.2).
Section 12, Site Allocation SA3.1: Stratford Town Centre West	<p>Supporting development principles</p> <ul style="list-style-type: none"> • Provide an overall mix of town centre uses respecting the existing character, scale, and massing within the allocation area, <u>and supporting integration between old and new Stratford</u> [...] • Development parcel 2 should provide a large-scale town centre use with supporting elements, with a link bridge <u>and improved connectivity to the old town centre via Angel Lane.</u>

REPRESENTATION FORM

LLDC Ref: **PRN.045**

Personal Information or Professional Details

Title	Mr	Mr / Mrs/ Ms / Miss / Other (please indicate)
Name	[REDACTED]	
Company/organisation	Get Living Plc	
Position	Executive Chairman	
Address	East Village, 5 Celebration Avenue, London, E20 1DB	
Email	[REDACTED]	
If you are an agent, please indicate who you are representing		

Your Representation

To which part of the Local Plan does this representation relate (please mark in the appropriate box):

Change Reference Number	Please refer to accompanying schedule of comments	Policies Map	Please refer to accompanying schedule of comments
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Do you consider that the Revised Local Plan is: (please mark yes or no in the appropriate box):

Legally Compliant?	Yes	Complies with the duty to cooperate?	Yes	Sound?	No
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Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to co-operate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to co-operate or the soundness of the Local Plan, please also use this box to set out your comments. (Please continue on a separate sheet if necessary)

Please refer to accompanying schedule of comments that explains the nature of our comments and proposed changes.

If you would like to be added to our Planning Policy consultation database to be notified when the Revised Local Plan has been submitted for independent examination, notified of the Inspector's recommendation and the adoption of the Local Plan please tick the relevant box below to indicate your preferred method of notification.

Email	<input checked="" type="checkbox"/>	Post	<input type="checkbox"/>	Post and Email	<input type="checkbox"/>
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Please indicate here if you wish to speak at the public hearing on this matter and outline why you consider this to be necessary.

Yes - for reasons set out in the accompanying schedule of comments.

FOR OFFICE USE ONLY (do not write in the boxes below)

REPRESENTOR NUMBER	
ASSIGNED REPRESENTATION NUMBER	



LLDC Ref: **PRN.045**

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17 December 2018
0203 701 7900

Dear Sir/Madam,

Regulation 19 Consultation on the Publication draft Revised Local Plan
Representations by Get Living PLC

Please find enclosed representations by Get Living PLC (“GL”) in response to the Regulation 19 Consultation on the LLDC Publication Draft Revised Local Plan.

As our representations explain, GL welcomes the opportunity to comment on the Publication Draft and is generally supportive, subject to our representations that are set out in the accompanying table.

In support of our representations, please find enclosed the following:

- A completed Representation Form; and
- A schedule of representations (with associated Appendices).

Our representations have been prepared having regard to the requirements of paragraph 35 of the National Planning Policy Framework (NPPF) which requires that a “sound” plan should be positively prepared, justified, effective and consistent with national policy.

East Village (“EV”) comprises a total of 2,818 homes (all of which are now occupied). Of these, 1,439 comprise Build to Rent (“BtR”) units, operated by Get Living (“GL”) (a residential owner and rental management company) whilst the remainder, 1,379, comprise affordable homes (both social rent

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and intermediate units), owned by Triathlon Homes. A range of retail and leisure facilities also complement EV as part of the overall neighbourhood.

EV forms part of the wider Stratford City development and benefits from outline planning permission for a further 2,000 (circa) residential units (under the Stratford City Outline Planning Permission – the “SC OPP”). Most units that remain to be implemented comprise market housing.

GL has a service-led proposition that offers a great home in a safe and vibrant neighbourhood, which is continually refined through market research and finessed through extensive resident feedback, putting the resident at the centre of all it does. GL’s homes at EV reached virtual full occupancy in summer 2016 with 6,000 residents now living within the neighbourhood, including those in the Triathlon Homes. The challenges that GL have faced include growing the independent retail offer from inception, against a challenging retail environment and the competition from Westfield, but also establishing EV as a widely recognised, safe, clean and attractive neighbourhood.

EV is identified as being located within ‘Sub Area 2 (North Stratford and Eton Manor)’ and Site Allocation SA2.2. It allocates EV for, amongst other things, medium to high density residential development with public open space and a new Local Centre. It also directs tall buildings and higher densities in the southern area close to Stratford International Station and the boundary with the Stratford Metropolitan Centre.

The large scale BtR letting approach is a relatively new concept to the UK, and whilst the current EV estate is based on a revolutionary management regime to ensure the success of EV, the challenge of ensuring that such developments can succeed (and continue to succeed) should not be underestimated.

Accordingly, the review of the Local Plan should recognise the need for flexibility to allow current planning permissions to change as priorities and market conditions evolve. It is crucial that any review of planning policies that relate to EV and immediate surroundings provide maximum flexibility and recognise that changing circumstances may mean that a review of proposals could take place on sites which already benefit from planning permission but have not yet been delivered.

The ability to implement and realise the type of proposals such as those outlined above, without unnecessary barriers, will ensure that EV can continuously evolve and make an important contribution to delivering more

getliving

housing, encompassing a diverse mix of residential product in this part of Stratford.

I should be grateful if you would confirm receipt of the representations hereby enclosed and keep me informed of the next stages in the preparation of the draft Revised Local Plan.

Yours faithfully

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December 2018

Rep No.	Change Ref. / Policies Map Ref.	Paragraph Ref.	Consultation Response	Amendments Sought
General Comments				
N/A	N/A	N/A	A number of proposed changes seek to align Local Plan policies with the emerging draft London Plan. We note however that the draft London Plan continues to progress through the plan making process and therefore subject to further changes / refinements. This is particularly the case as the Examination in Public (EIP) for the draft London Plan will open on 15 January 2019. It is crucial therefore that where proposed changes to Local Plan policies rely on the draft London Plan, any ongoing refinements/changes to the draft London Plan will need to be reflected in the revised Local Plan as it progresses through the plan-making process.	To Note
Section 5 - Providing Housing and Neighbourhoods				
1	C71	Policy H.1: Providing for and diversifying the housing mix	We consider the bedroom mix requirements within part 1 for two bedrooms to constitute more than 50% of total housing to be too prescriptive and there is lacks flexibility between the differentials between sale and Build to Rent schemes. The draft London Plan states that market and intermediate housing mix required should not be prescribed.	Remove 50% requirement for two bedroom + unit mix given this is inconsistent with the draft London Plan on no prescriptive tenure mix.
2	C76		The covenant restriction for at least 15 years is too broad a definition. We consider it appropriate to amend this text to a maximum of 15 years to align with funding lengths for numerous operators and allow for exit should the market fail. Reference to clawback procedures should be clarified to ensure it takes into account only any forgone planning obligations i.e. it is capped at the policy compliant level of affordable housing if considered as a for sale scheme.	Amend paragraph to <i>"covenant for a maximum of 15 years and containing specific management measures."</i> Amend paragraph to <i>"clawback capped at policy equivalent amount"</i>
3	C84	Policy H2 Delivering Affordable Housing	This policy proposes to amend the current wording to be consistent with the draft London Plan, applying the Fast Track and Viability Tested Routes and thresholds to maximise affordable housing delivery. The policy has also been amended to clarify the tenure breakdown of the affordable housing thresholds as 60% low cost rented and 40% intermediate, but there is no recognition of what the B2R tenure position should be. This needs to be clarified in the policy.	GL support the changes to align with the draft London Plan. Addition to policy setting out that where Built to Rent is proposed this should be consistent with the draft London Plan approach to Fast Track and Viability Tested Route for B2R specific schemes (policy H13).
4	C87		The Mayor has set out appropriate income caps for his preferred intermediate tenures of London Living Rent and London Shared Ownership which will be applied. In relation to affordable housing allocations the LLDC will follow the approaches of the 4 London boroughs.	GL consider this paragraph should be amended for DMR in build to rent schemes to be provided at a range of incomes, consistent with the draft London Plan. The discounts to market rent should be based on incomes up to £90,000 to enable some units at higher incomes to be provided therefore allowing more units at levels equivalent to LAR rent levels.
5	C88		For build to rent schemes to qualify for the Fast Track Route the tenure mix should consist entirely of Discounted Market Rent with 60% being offered at a discount equivalent to London Affordable Rent, 30% as London Living Rent and the remainder offered at equivalent rates to other intermediate housing offers. This tenure mix is too onerous and does not recognise the distinct B2R economics when compared to sale. The tenure mix restrictions are also inconsistent with the draft London Plan which requires 30% LLR and 70% other DMR products on a range of incomes.	GL consider that the tenure mix requirements for B2R schemes are unjustified and undeliverable on the basis that the income restrictions are more onerous than a for scale scheme. GL consider that this supporting paragraph should be re drafted to accord with the draft London Plan with reference to the new NPPF 2018 which considers 20% DMR to be appropriate on B2R schemes. GL consider that the tenure mix should be amended to accord with the draft London Plan at 30% LLR and 70% DMR at a range of discounts.

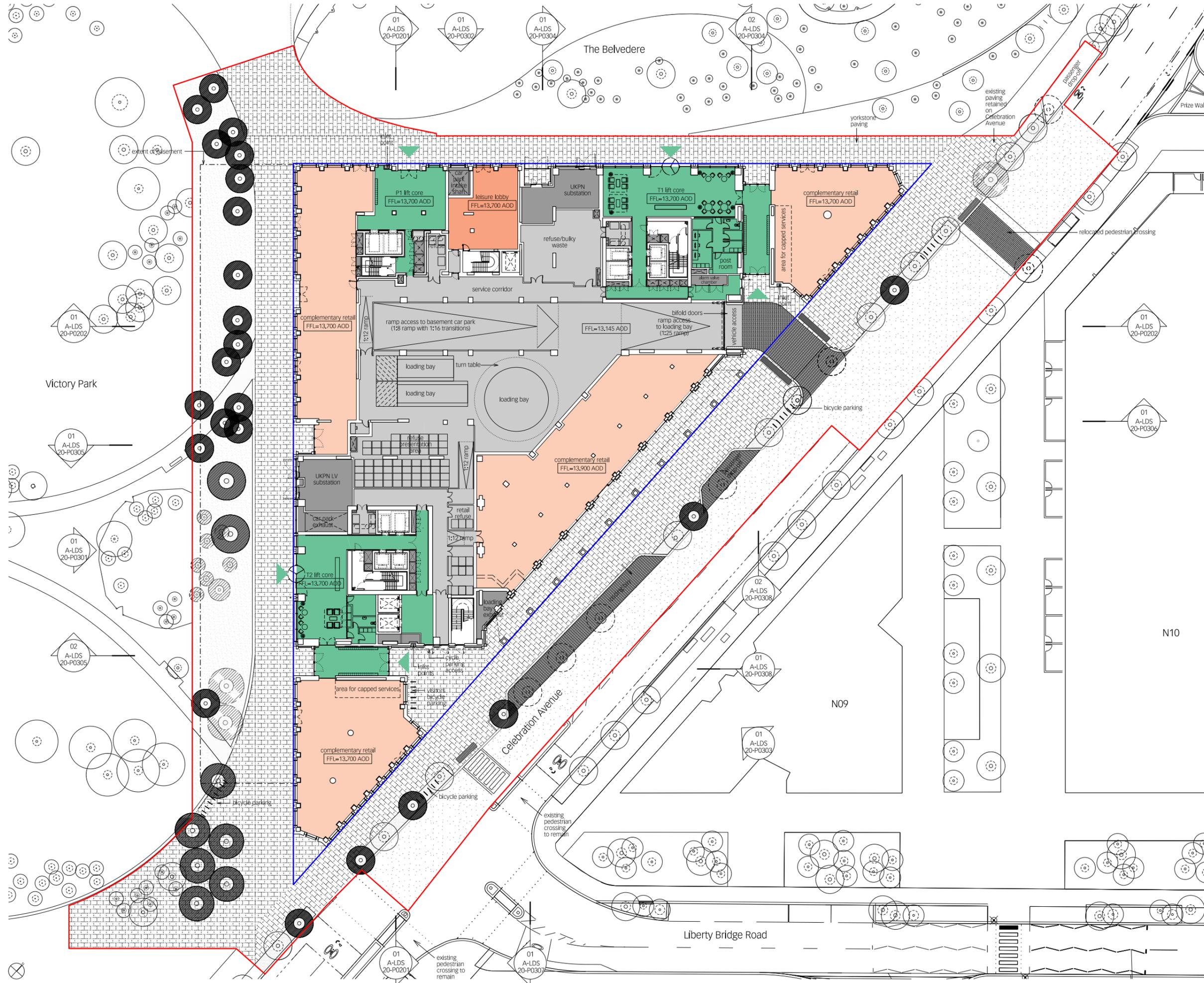
December 2018

			<p>The tenure mix requirements are more onerous than for sale where the income threshold is up to £90k. With the DMR units capped at £60k and 60% at LAR rent levels this will have a significant impact on scheme viability and therefore mean no B2R schemes are able to come forward under the FTR.</p> <p>Any Discounted Market Rent units should be linked to the market (as per NPPF 2018). Any income restrictions should therefore be index linked to the market. However, it is not clear if the discount is linked to an income or % of market rent.</p> <p>The Local Plan viability study does not test build to rent scheme based on a proposed rent or yield we consider that this needs to be set out in more detail to understand the impact on scheme viability.</p>	<p>GL consider that 35% affordable housing target for build to rent schemes is currently undeliverable. The Local Plan Viability Study does not set out the proposed rents or yield for build to rent housing this needs to be assessed to accurately reflect whether the quantum of affordable housing or tenure requirements are viable. GL therefore are unable to comment fully on this point without the methodology being clarified and analysis being set out in more detail. GL would therefore like the approach to Build to Rent to be reviewed with the viable quantum of affordable housing adjusted accordingly.</p>
Section 6 - Creating a High Quality Built and Natural Environment				
6	C144	Policy BN.1 'Responding to Place'	<p>Proposed amendments to Part 7 of Policy BN.1 introduces the need for proposals to "...mitigate noise and air pollution". Our interpretation of this is that it requires that development proposals to mitigate any noise and air pollution relevant to a proposed development opposed to noise and air pollution generally.</p>	<p>No amendment sought subject to clarity being provided on the interpretation of the policy.</p>
7	C149	Policy BN.4 'Designing Development' Part 2	<p>Part 2 requires all mixed use and residential developments to take account of the best practice guidance in the LLDC Design Quality Policy. The Local Plan should not seek to enshrine within policy, a document which is guidance.</p> <p>The LLDC's Design Quality Policy has not, so far as we are aware, been the subject of public consultation and should not therefore be referenced within Policy. There is a concern that introducing reference to the LLDC's Design Quality Policy within planning policy gives it more weight than it has and reference to it should be removed.</p>	<p>GL considers that Part 2 of Policy BN.4 is unjustified on the basis that the status of the LLDC Design Quality Policy in the decision-making process is unclear and should not therefore be included in planning policy. Accordingly, GL considers that reference to the LLDC Design Quality Policy should be removed from Policy BN.4. If reference is to be made to the document, GL considers that it should only be included as supporting text. GL also request clarity as to the planning status of the LLDC's Design Quality Policy. This applies to all references to this document in the revised Local Plan (and any other document that does not have any formal planning status)</p>
8		Para 6.29	<p>This states that a planning obligation will be sought to either retain the original design team or ensure that an adequately skilled design team is appointed for the delivery phase of the scheme to ensure that the original design intent is achievable.</p>	<p>GL fully support the need for an adequately skilled design team. However, GL also considers that it is not the place of the Local Planning Authority (LPA) to control the appointment of a design team. There are a range of factors that can and do influence the appointment of a design team (that go beyond the realms of planning) and for the Local Planning Authority to seek a planning obligation that seeks to control those appointments could frustrate the process and go beyond the LPA's remit.</p>
Section 7 - Securing Infrastructure to Support Growth				
9	N/A	Figure 25 'Key Connections'	<p>Whilst no change is proposed to this Figure, we note a discrepancy in the key connection (on-road) from Logan Close through Victory Park at East Village. This is incorrect as it would mean a vehicular route through Victory Park. This Figure should be amended to show this as a key connection (off road).</p>	<p>GL considers that for the plan to be effective, it needs to ensure that it is accurate. GL requests that Figure 25 is therefore updated to change the status of the route from Logan Close through Victory Park.</p>
Section 12 - Sub Area 2 (North Stratford and Eton Manor)				
10	C269	Policy 2.3 'Local Centre and non-residential uses'	<p>This change proposes that the East Village Local Centre boundary is extended to include the mix of established shop frontages along West Park Walk and Prize Walk as defined on the Policy Map. It states that all non-residential floorspace within the Local Centre boundary is designated as Primary Frontage as identified on Figure 33. We note however that the extent of the proposed primary frontage does not reflect those Plots that benefit from detailed planning permission and/or have/are being implemented. This is particularly the case for:</p>	<p>For the plan to be effective, GL considers that it should reflect those developments that have planning permission and are/have been implemented. Accordingly, GL considers that for the plan to be effective, the extent of the primary frontage should be amended to reflect the non-residential floorspace in Plot N08 and N06 as shown in Appendix 1 and 2 to these representations. Proposed changes are illustrated at Appendix 3.</p>

December 2018

			<ul style="list-style-type: none"> - Plot N08 where it is considered that Fortunes Walk and the south western boundary of Plot N08 should also be included as a primary frontage. Plot N08 is almost complete and a copy of the approved ground floor plan is provided at Appendix 1 which shows the extent of non-residential frontage; - Plot N06 where it is considered that Glade Walk should be included as a primary frontage. In this location, GL also considers that the Local Centre boundary should be pulled back to include the non-residential floorspace already approved as part of the reserved matters application for Plot N06 (similar to the alignment of the Local Centre boundary that includes the ground floor non-residential uses at East Village). The construction of Plot N06 will commence shortly and a copy of the approved ground floor plan is provided at Appendix 2. 	
11	C275	SA2.2 East Village	<p>We note that the revised Local Plan introduces an additional supporting development principle for the site allocation where it is expected to yield a minimum of 1950 new homes (gross) with affordable housing being delivered in accordance with the current planning permission. Whilst GL welcome this addition, it is important to note that East Village benefits from a major planning permission (the Stratford City Outline Planning Permission) that continues to be built out. It is crucial therefore that this review provides maximum flexibility and recognises that changing circumstances may mean that a review of proposals could take place on sites which already benefit from planning permission but have not yet been delivered.</p> <p>The development principles should therefore recognise the need for flexibility to allow current planning permissions to change as priorities and market conditions evolve. Accordingly, proposals may come forward outside of the current planning permission and any such proposals will need to be considered against the development plan at that time and not necessarily the current planning permission.</p>	<p>GL considers that to be effective, the development principles should acknowledge that separate planning application(s) could come forward on development Plots that would sit outside of the outline planning permission for Stratford City for a range of uses. Proposed minor refinements are illustrated at Appendix 3 to these representations.</p>
12		<p>GL also notes a discrepancy in so far as the SA2.2 relates to East Village Plot N16. All remaining East Village Plots (i.e. Plots N05, N06 and N18/N19) are identified as development parcels. However, this excludes Plot N16. GL believes that this is an error because Plot N16 has the same status as all remaining development Plots within East Village. It is also noted that the Local Centre boundary in this location dissects the Plot in half. It is suggested that the Local Centre boundary is refined so that it encompasses the Plot in its entirety to avoid so that its position is clearly defined.</p>		

APPENDIX 1 – PLOT N08 GROUND FLOOR



rev	date	by	chk	revisions
/	13.12.13	MT	CP	Issued for planning
A	23.04.14	RE	RH	Tower structure updated; retail extended in SW & NE corners; LV substation & refuse presentation area updated
B	24.07.15	AR	RH	Updated for revised NMA

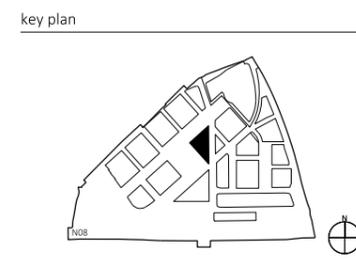
notes

This drawing is the property of Lifschutz Davidson Sandilands Ltd. No disclosure or copy of it may be made without the written permission of Lifschutz Davidson Sandilands Ltd.

The internal layouts within the apartments will be subject to design development. The precise location of walls and internal doors, and the detailed layout of kitchens and bathrooms will be the subject of non-material changes and may vary from the internal layouts set out in these plans. These minor adjustments will not affect the position and arrangement of external doors and windows nor will they affect the relative relationship between habitable rooms and windows.

Areas quoted in apartment labels are N/A measured to the RICS Code of Measuring Practice

- red line planning boundary
 - plot boundary defined by FPA-XXXX-SW-20-GRD-ZMP-121
 - - - extent of basement
 - - - extent of canopy
 - ▲ pedestrian access
 - existing tree
 - new proposed tree = 32
 - ⊗ tree to be temporarily removed and reinstated post construction = 10
 - ⊘ tree to be permanently removed
- land use**
- | | |
|---|----------|
| ■ retail | ■ studio |
| ■ leisure | ■ 1 bed |
| ■ residential | ■ 2 bed |
| ■ management | ■ 3 bed |
| ■ car park / refuse / storage | ■ 4 bed |
| ■ plant | |
| ■ area of landscape to be reinstated following construction of basement | |



east village london E20

client

QATARI DELANCEY
QDD Athletes Village UK Limited

architect

Lifschutz Davidson Sandilands

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LDS job no. 0876-CL

status

INFORMATION

drawing title

N08 - PW- 00
level 00 GA ground floor plan

scale at A1	scale at A3	drawn	date
1:250	1:500	BP	03.15

drawing no.	rev.
N08-PW-00-A-LDS-20-P0104	D

APPENDIX 2 – PLOT N06 GROUND FLOOR PLAN

Copyright Hawkins\Brown Architects
 No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on the site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect. To be read in conjunction with Architect's specification and other consultant information.

Rev	Description	Date
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Please refer to Design Development Report for further detail.

The internal layouts within the apartments will be subject to design development. The precise location of walls and internal doors and the detailed layouts of kitchens and bathrooms may be the subject of non-material changes and may vary from the internal layouts set out in these plans. These minor adjustments will not affect the position and arrangement of external doors and windows nor will they affect the relative relationship between habitable rooms and windows.

- Residential Lobby
- Retail
- Application Boundary

3C Tariff Street
 Manchester M1 2FF
 mail@hawkinsbrown.com
 hawkinsbrown.com

Hawkins\Brown

Project
 Plot N06 East Village

Drawing
 Proposed Ground Floor Plan

Scale @ A1 1 : 200	Date February 2017
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Drawn By AP / KR	Checked By CS
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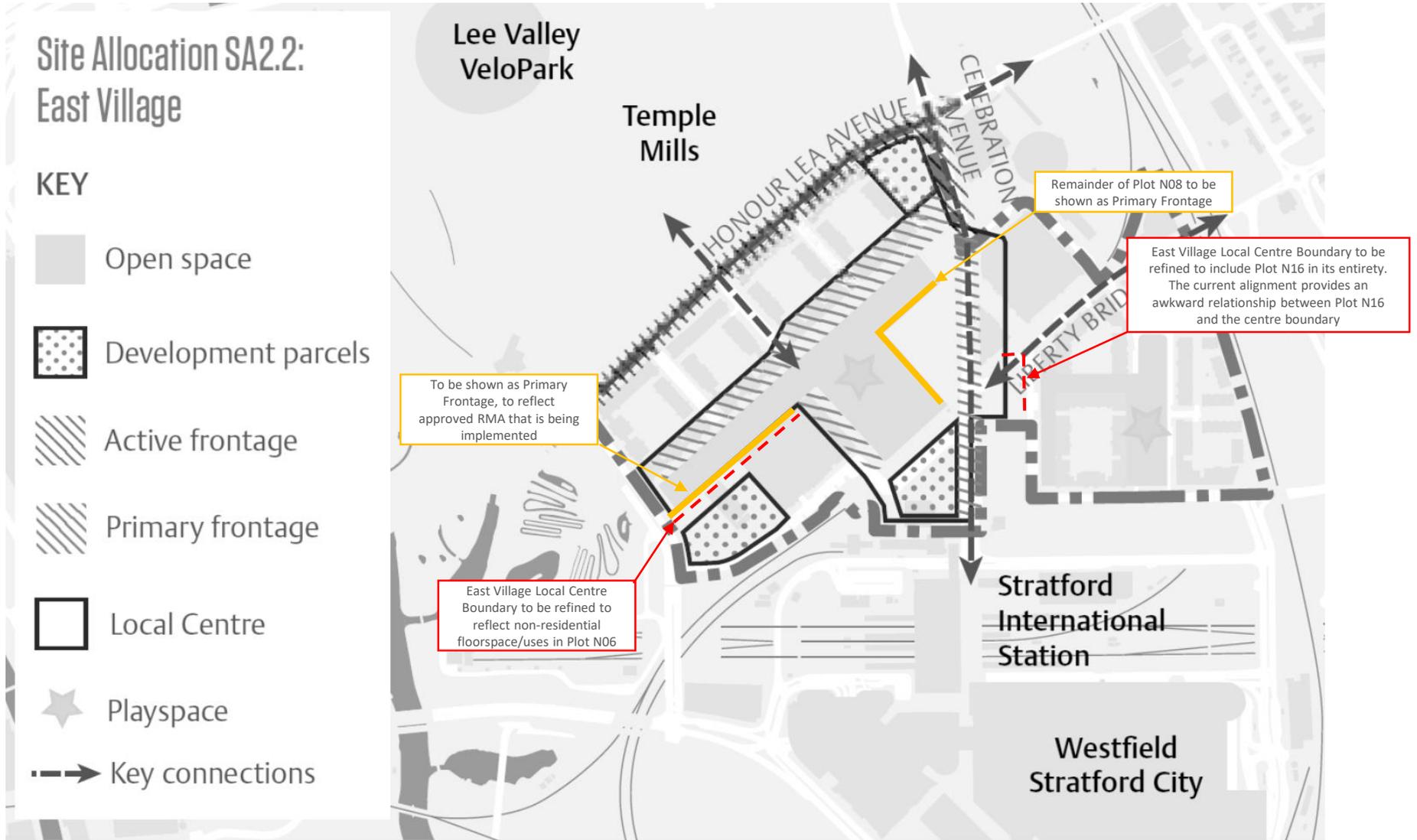
Job Number 16037	Status S2	Purpose of Issue Planning
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Drawing No. PN6EV-HBA-00-00-DR-A-PL20_0102	Rev
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APPENDIX 3 – PROPOSED CHANGES TO SITE ALLOCATION SA2.2 EAST VILLAGE

Appendix 3



December 2018

Rep No.	Change Ref. / Policies Map Ref.	Paragraph Ref.	Consultation Response	Amendments Sought
General Comments				
N/A	N/A	N/A	A number of proposed changes seek to align Local Plan policies with the emerging draft London Plan. We note however that the draft London Plan continues to progress through the plan making process and therefore subject to further changes / refinements. This is particularly the case as the Examination in Public (EIP) for the draft London Plan will open on 15 January 2019. It is crucial therefore that where proposed changes to Local Plan policies rely on the draft London Plan, any ongoing refinements/changes to the draft London Plan will need to be reflected in the revised Local Plan as it progresses through the plan-making process.	To Note
Section 5 - Providing Housing and Neighbourhoods				
1	C71	Policy H.1: Providing for and diversifying the housing mix	We consider the bedroom mix requirements within part 1 for two bedrooms to constitute more than 50% of total housing to be too prescriptive and there is lacks flexibility between the differentials between sale and Build to Rent schemes. The draft London Plan states that market and intermediate housing mix required should not be prescribed.	Remove 50% requirement for two bedroom + unit mix given this is inconsistent with the draft London Plan on no prescriptive tenure mix.
2	C76		The covenant restriction for at least 15 years is too broad a definition. We consider it appropriate to amend this text to a maximum of 15 years to align with funding lengths for numerous operators and allow for exit should the market fail. Reference to clawback procedures should be clarified to ensure it takes into account only any forgone planning obligations i.e. it is capped at the policy compliant level of affordable housing if considered as a for sale scheme.	Amend paragraph to <i>"covenant for a maximum of 15 years and containing specific management measures."</i> Amend paragraph to <i>"clawback capped at policy equivalent amount"</i>
3	C84	Policy H2 Delivering Affordable Housing	This policy proposes to amend the current wording to be consistent with the draft London Plan, applying the Fast Track and Viability Tested Routes and thresholds to maximise affordable housing delivery. The policy has also been amended to clarify the tenure breakdown of the affordable housing thresholds as 60% low cost rented and 40% intermediate, but there is no recognition of what the B2R tenure position should be. This needs to be clarified in the policy.	GL support the changes to align with the draft London Plan. Addition to policy setting out that where Built to Rent is proposed this should be consistent with the draft London Plan approach to Fast Track and Viability Tested Route for B2R specific schemes (policy H13).
4	C87		The Mayor has set out appropriate income caps for his preferred intermediate tenures of London Living Rent and London Shared Ownership which will be applied. In relation to affordable housing allocations the LLDC will follow the approaches of the 4 London boroughs.	GL consider this paragraph should be amended for DMR in build to rent schemes to be provided at a range of incomes, consistent with the draft London Plan. The discounts to market rent should be based on incomes up to £90,000 to enable some units at higher incomes to be provided therefore allowing more units at levels equivalent to LAR rent levels.
5	C88		For build to rent schemes to qualify for the Fast Track Route the tenure mix should consist entirely of Discounted Market Rent with 60% being offered at a discount equivalent to London Affordable Rent, 30% as London Living Rent and the remainder offered at equivalent rates to other intermediate housing offers. This tenure mix is too onerous and does not recognise the distinct B2R economics when compared to sale. The tenure mix restrictions are also inconsistent with the draft London Plan which requires 30% LLR and 70% other DMR products on a range of incomes.	GL consider that the tenure mix requirements for B2R schemes are unjustified and undeliverable on the basis that the income restrictions are more onerous than a for scale scheme. GL consider that this supporting paragraph should be re drafted to accord with the draft London Plan with reference to the new NPPF 2018 which considers 20% DMR to be appropriate on B2R schemes. GL consider that the tenure mix should be amended to accord with the draft London Plan at 30% LLR and 70% DMR at a range of discounts.

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			<p>The tenure mix requirements are more onerous than for sale where the income threshold is up to £90k. With the DMR units capped at £60k and 60% at LAR rent levels this will have a significant impact on scheme viability and therefore mean no B2R schemes are able to come forward under the FTR.</p> <p>Any Discounted Market Rent units should be linked to the market (as per NPPF 2018). Any income restrictions should therefore be index linked to the market. However, it is not clear if the discount is linked to an income or % of market rent.</p> <p>The Local Plan viability study does not test build to rent scheme based on a proposed rent or yield we consider that this needs to be set out in more detail to understand the impact on scheme viability.</p>	<p>GL consider that 35% affordable housing target for build to rent schemes is currently undeliverable. The Local Plan Viability Study does not set out the proposed rents or yield for build to rent housing this needs to be assessed to accurately reflect whether the quantum of affordable housing or tenure requirements are viable. GL therefore are unable to comment fully on this point without the methodology being clarified and analysis being set out in more detail. GL would therefore like the approach to Build to Rent to be reviewed with the viable quantum of affordable housing adjusted accordingly.</p>
Section 6 - Creating a High Quality Built and Natural Environment				
6	C144	Policy BN.1 'Responding to Place'	<p>Proposed amendments to Part 7 of Policy BN.1 introduces the need for proposals to "...mitigate noise and air pollution". Our interpretation of this is that it requires that development proposals to mitigate any noise and air pollution relevant to a proposed development opposed to noise and air pollution generally.</p>	<p>No amendment sought subject to clarity being provided on the interpretation of the policy.</p>
7	C149	Policy BN.4 'Designing Development' Part 2	<p>Part 2 requires all mixed use and residential developments to take account of the best practice guidance in the LLDC Design Quality Policy. The Local Plan should not seek to enshrine within policy, a document which is guidance.</p> <p>The LLDC's Design Quality Policy has not, so far as we are aware, been the subject of public consultation and should not therefore be referenced within Policy. There is a concern that introducing reference to the LLDC's Design Quality Policy within planning policy gives it more weight than it has and reference to it should be removed.</p>	<p>GL considers that Part 2 of Policy BN.4 is unjustified on the basis that the status of the LLDC Design Quality Policy in the decision-making process is unclear and should not therefore be included in planning policy. Accordingly, GL considers that reference to the LLDC Design Quality Policy should be removed from Policy BN.4. If reference is to be made to the document, GL considers that it should only be included as supporting text. GL also request clarity as to the planning status of the LLDC's Design Quality Policy. This applies to all references to this document in the revised Local Plan (and any other document that does not have any formal planning status)</p>
8		Para 6.29	<p>This states that a planning obligation will be sought to either retain the original design team or ensure that an adequately skilled design team is appointed for the delivery phase of the scheme to ensure that the original design intent is achievable.</p>	<p>GL fully support the need for an adequately skilled design team. However, GL also considers that it is not the place of the Local Planning Authority (LPA) to control the appointment of a design team. There are a range of factors that can and do influence the appointment of a design team (that go beyond the realms of planning) and for the Local Planning Authority to seek a planning obligation that seeks to control those appointments could frustrate the process and go beyond the LPA's remit.</p>
Section 7 - Securing Infrastructure to Support Growth				
9	N/A	Figure 25 'Key Connections'	<p>Whilst no change is proposed to this Figure, we note a discrepancy in the key connection (on-road) from Logan Close through Victory Park at East Village. This is incorrect as it would mean a vehicular route through Victory Park. This Figure should be amended to show this as a key connection (off road).</p>	<p>GL considers that for the plan to be effective, it needs to ensure that it is accurate. GL requests that Figure 25 is therefore updated to change the status of the route from Logan Close through Victory Park.</p>
Section 12 - Sub Area 2 (North Stratford and Eton Manor)				
10	C269	Policy 2.3 'Local Centre and non-residential uses'	<p>This change proposes that the East Village Local Centre boundary is extended to include the mix of established shop frontages along West Park Walk and Prize Walk as defined on the Policy Map. It states that all non-residential floorspace within the Local Centre boundary is designated as Primary Frontage as identified on Figure 33. We note however that the extent of the proposed primary frontage does not reflect those Plots that benefit from detailed planning permission and/or have/are being implemented. This is particularly the case for:</p>	<p>For the plan to be effective, GL considers that it should reflect those developments that have planning permission and are/have been implemented. Accordingly, GL considers that for the plan to be effective, the extent of the primary frontage should be amended to reflect the non-residential floorspace in Plot N08 and N06 as shown in Appendix 1 and 2 to these representations. Proposed changes are illustrated at Appendix 3.</p>

December 2018

			<ul style="list-style-type: none"> - Plot N08 where it is considered that Fortunes Walk and the south western boundary of Plot N08 should also be included as a primary frontage. Plot N08 is almost complete and a copy of the approved ground floor plan is provided at Appendix 1 which shows the extent of non-residential frontage; - Plot N06 where it is considered that Glade Walk should be included as a primary frontage. In this location, GL also considers that the Local Centre boundary should be pulled back to include the non-residential floorspace already approved as part of the reserved matters application for Plot N06 (similar to the alignment of the Local Centre boundary that includes the ground floor non-residential uses at East Village). The construction of Plot N06 will commence shortly and a copy of the approved ground floor plan is provided at Appendix 2. 	
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12		<p>GL also notes a discrepancy in so far as the SA2.2 relates to East Village Plot N16. All remaining East Village Plots (i.e. Plots N05, N06 and N18/N19) are identified as development parcels. However, this excludes Plot N16. GL believes that this is an error because Plot N16 has the same status as all remaining development Plots within East Village. It is also noted that the Local Centre boundary in this location dissects the Plot in half. It is suggested that the Local Centre boundary is refined so that it encompasses the Plot in its entirety to avoid so that its position is clearly defined.</p>		

Section	To which part of the Local Plan does this representation relate?	Do you consider that the Revised Local Plan is legally compliant?	Do you consider that the Revised Local Plan complies with the duty to cooperate?	Do you consider that the Revised Local Plan is sound?	Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to cooperate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to cooperate or the soundness of the Local Plan, please also use this box to set out your comments.	Date	Distinct Contributor ID
sub-area-1-hackney-wick-fish-island	C237	Yes	Yes	Yes	The text mentions "distinctive sense of place" but does not explain how this will be achieved and suggest this needs to focus on distinctive heritage style architecture and enhancing the canal and its biodiversity.	2018-12-17T16:56:47+00:00	5a57e10b942c486bf226e3ad

From: [REDACTED]
Sent: 24 December 2018 10:50
To: Planning Policy

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Acknowledged Response, Reps

Dear LLDC,

As both a resident and a stakeholder with a small business in the Greater Carpenters Neighbourhood Area, I would like to make the representations below in response to the draft changes to the LLDC Local Plan. My response concerns change reference number C301. Site Allocation SA3.4: Greater Carpenters District. Type of Change: Major.

'The Site Allocation is expected to yield a minimum of 2,300 new homes (gross) with an affordable housing threshold of 35% or 50% on public sector land, in accordance with Policy H.2'

I do not agree with this new site allocation of 'a minimum of 2,300 new homes (gross)' for the Greater Carpenters District, as this would mean demolition of existing homes. It seems impossible to build so many new homes in our area without drastically affecting our community for the worse, unnecessarily forcing households to move, destroying many social homes with inadequate replacement and jeopardising the situation of leaseholders and freeholders. We have been fighting as a community for many years to prevent such destructive change and will continue to do so.

regards

[REDACTED]

Section	To which part of the Local Plan does this representation relate?	Do you consider that the Revised Local Plan is legally compliant?	Do you consider that the Revised Local Plan complies with the duty to cooperate?	Do you consider that the Revised Local Plan is sound?	Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to cooperate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to cooperate or the soundness of the Local Plan, please also use this box to set out your comments.	Date	Distinct Contributor ID
sub-area-1-hackney-wick-fish-island	C241	Yes	Yes	No	The northern part of Hackney Wick lacks retail facilities and tends to be isolated from the planned neighbourhood centre. Your plans include minimal expansion of retail outside the neighbourhood centre and the focus on connections seems to concentrate more on East - West links across the canal than North - South links between the older residential areas and the new centre. The development around Hackney Wick station has been disruptive and has made getting around the area on foot more difficult, especially for older people. There needs to be easily accessible and clearly marked routes linking to the neighbourhood centre to encourage especially older residents to access and use these facilities. There also needs to be consultation with residents north of the neighbourhood centre to find out what retail and other facilities they are currently lacking, otherwise the danger is that the development will cater for the residents of the new developments and neglect the needs of the long term residents who could feel even more isolated and ignored.	2018-12-17T16:35:16+00:00	5b278a26a0e07f14e5ec2e6d
securing-the-transport-infrastructure-to-support-growth	C185	Yes	Yes	No	Your plans for Hackney Wick concentrate on the south of the area and neglect the settled communities in the north. No mention is made of Lee Conservancy Road linking Hackney Wick with Homerton and the 236 and 276 bus routes are ignored. These link the Trowbridge with Homerton and Hackney generally, while the 276 also links with Stratford.	2018-12-17T12:21:53+00:00	5b278a26a0e07f14e5ec2e6d

Section	To which part of the Local Plan does this representation relate?	Do you consider that the Revised Local Plan is legally compliant?	Do you consider that the Revised Local Plan complies with the duty to cooperate?	Do you consider that the Revised Local Plan is sound?	Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to cooperate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to cooperate or the soundness of the Local Plan, please also use this box to set out your comments.	Date	Distinct Contributor ID
securing-the-transport-infrastructure-to-support-growth	C201	Yes	Yes	No	<p>This plan adopts the mayors targets for cycling and walking, rather than setting higher target. Therefore I feel this is not consistent with leaving an olympic legacy for exercise and sport, which surely means more than simply doing the minimum. The plan should be aiming for the QEOP to be a leading example of a healthy community, including in the use of active travel. Compared to other forms of exercise, active travel can be part of most people's lives every day, unlike sports which are enjoyed once or twice a week.</p>	2018-11-05T11:47:58+00:00	5be02df39a132874a36836b

To which part of the Local Plan does this representation relate?	Do you consider that the Revised Local Plan is legally compliant?	Do you consider that the Revised Local Plan complies with the duty to	Do you consider that the Revised Local Plan is sound?	Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to cooperate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to cooperate or the soundness of the Local Plan, please also use this box to set out your comments.	Date	Distinct Contributor ID
C147	No	No	No	I think statement 2 should be: 'Provide a net gain in the extent of good quality habitat suitable for a diverse range of species and/or locally and nationally significant species to thrive.' and that statement 8 should be: 'Ensure that planning applications are accompanied by a Biodiversity Statement facilitating a net gain in biodiversity through any proposals. This statement should be assessed and if true, then verified, by an independent professional ecologist.' Without these changes, the plan will not be compliant with legal obligations relating to the Biodiversity Action Plan. 'Good quality habitat' is too vague on its own; the word 'major' could be subjective and a huge loophole; a biodiversity statement without any need for verification could be completely unfounded - and indeed, is likely to be, if an ecologist has not been involved.	2018-11-12T	5be871e69a1328742a7ca1a5
C181	No	No	No	Whilst I support the conservation of historical buildings including those of the industrial heritage, I am opposed to bringing the waterways back to their historical use by human beings. The waterways are already in use by a wide range of species, including kingfishers, warblers, swallows, house martins and dragonflies. The historical use of the waterways as essentially roads was disastrous for wildlife and our new enlightened legal commitments to protecting biodiversity must acknowledge that we do not want to bring back those aspects of the past that had no respect for biodiversity. The less motorised boats travelling the waterways the better for the wildlife that lives there. The waterways are a very important part of the good quality habitat provided by the Park and this must not be threatened. Already, a pub boat - not a heritage feature - that has been erected on Waterworks River has eradicated the colony of warblers that used to breed there. The recent restoration of Carpenters Lock also threatens the warblers and kingfishers that used to use the area. If the canal boats from the lock restoration are allowed to go down the River Lea itself, it could spell the end for the breeding colonies of warblers in the Lea reed beds.	2018-11-11T	5be871e69a1328742a7ca1a5

C146				I support the addition of 'Where works are proposed within 8 metres of a main river, a separate formal consent will be required from the Environment Agency'	2018-11-11T	5be871e69a1328742a7ca1a5
C144	Yes			I support the following changes: 4 - the addition of 'and connect habitats to provide wildlife corridors'	2018-11-11T	5be871e69a1328742a7ca1a5
C7			No	'Life-long learning' has been replaced by 'higher education and training'. This should not be changed; it should be left at 'lifelong learning'. 'Life-long learning' is much broader than 'higher education and training', and much less discriminatory, as it includes older people who may no longer be training or in higher education but should still have the right to 'life-long learning'. The overall plan states it is all about well-being and quality of life and other pieces of legislation give the state a duty to promote wellbeing; 'life-long learning', not mere 'higher education and training', is much more suited to this.	2018-11-11T	5be871e69a1328742a7ca1a5

LLDC Ref: PRN.051

To which part of the Local Plan does this representation relate?	Do you consider that the Revised Local Plan is legally compliant?	Do you consider that the Revised Local Plan complies with the duty to	Do you consider that the Revised Local Plan is sound?	Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to cooperate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to cooperate or the soundness of the Local Plan, please also use this box to set out your comments.	Date	Distinct Contributor ID
C185	No	No	No	<p>There is no mention of any attempt to integrate the Lea Valley line or Leyton station to provide extra capacity to the the north of the area. At present there is Stratford International and Stratford itself both involving a long trek to get to the north of the park and it's sporting venues. There should be provision of a a footbridge alongside the A12 to link Leyton tube station via Leyton Mills retail park to the Hockey & Tennis centre and Velo-park.</p> <p>Better still a new Temple Mills station like the Lea Bridge Road to serve the north of the park and Hackney marshes and take the pressure off Stratford station.</p>	2018-11-12T	5be927a79a 1328742a81 12fb

C143	No	No	No	<p>C143 states: Development will integrate local features of environmental and heritage value and create distinctive environments in which people can live, work and play.</p> <p>With the developments going up in East Wick, Sweetwater and Pudding Mill there is less and less space for recreation.</p> <p>There is plenty for families with young children and fantastic sports facilities, where is the less formal provision for teenagers and young adults?</p> <p>Why isn't there a skateboard park under Montfitchet viaduct, pavilions for rollerskating/blading and basket ball courts and street dance</p> <p>Or more formal facilities such as an indoor climbing wall on the north side of the Olympic rings hill or bowling for older residents.</p> <p>With all the new development there will no room for music festivals on the park or for fun runs and half marathons.</p> <p>The link to Hackney Marshes needs to be improved and the bridge to the East Marsh reinstated so that festival can take place there and fun runs extended to all weather running paths around the marshes (a sort family path around the East Marsh, a longer one around the West Marsh and combine the two for a serious run beginning and ending in the North QEOP. Some CIL would be needed to create and maintain such a running path.</p>	2018-11-12T	5be927a79a 1328742a81 12fb
C64	No	No	No	<p>This change mentions a "variety of tenures" but does not specify. The term affordable housing is debased and meaningless as it does not take into account the ability to pay.</p> <p>Where is the provision of social housing that can be passed on to future up and coming generations, the elderly and disabled?</p>	2018-11-12T	5be927a79a 1328742a81 12fb

C6	No	No	No	<p>C6 says: establish successful and integrated neighbourhoods, where people want to live, work and play. Yet there is little provision for the elderly and disabled. There should be more provision of social with no right to buy it can be passed on to future generations and be a true paralympic legacy.</p> <p>The present proposals will skew the demographic to the young fit and healthy and will produce an integrated neighbourhood where all are welcome and mix together.</p> <p>The area should be an exemplar of where people of all ages and abilities can live together.</p>	2018-11-12T	5be927a79a 1328742a81 12fb
C4	No	No	No	<p>There is little requirement for social housing, particularly fo ageing and disabled residents. The area was built for the paralympics and is largely fully accessible and step free.</p> <p>The should be a large provision of social housing already adapted for elderly and disabled to encourage older people to mix and share experience with the emerging younger demographic.</p> <p>People are living longer, without a large pool of social housing for elderly and disabled that can be retained as residents pass on the local demographic is going to be skewed to the younger generations.</p>	2018-11-12T	5be927a79a 1328742a81 12fb

C78	No	No	No	<p>There is little provision for social housing. There should be provision for disable and elderly/retired people. The demographic is changing and will be become more imbalance as older people move out and younger ones more in. people are living longer, working longer often as their health deteriorates.</p> <p>Why weren't elderly care centres attached to the schools so they could share common services such as catering?</p> <p>Ground floor properties should be disabled ready social housing this would a real legacy of the paralympics.</p> <p>A large pool fo disabled people in the immediate ares would be an exceptional resource for the disability innovation hub at Here East.</p>	2018-11-12T	5be927a79a 1328742a81 12fb
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LLDC Ref: PRN.052

To which part of the Local Plan does this representation relate?	Do you consider that the Revised Local Plan is legally compliant?	Do you consider that the Revised Local Plan complies with the duty to	Do you consider that the Revised Local Plan is sound?	Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to cooperate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to cooperate or the soundness of the Local Plan, please also use this box to set out your comments.	Date	Distinct Contributor ID
C237	No	No	No	Please do not go ahead with this. It is having a negative impact on the local community, and putting a strain on local resources.	2018-11-18T19:12:45+00:00	5bf1b9cb9a1328742ac693a1

To which part of the Local Plan does this representation relate?	Do you consider that the Revised Local Plan is legally compliant?	Do you consider that the Revised Local Plan complies with the duty to	Do you consider that the Revised Local Plan is sound?	Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to cooperate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to cooperate or the soundness of the Local Plan, please also use this box to set out your comments.	Date	Distinct Contributor ID
C320		No	No	<p>My comment relates to the Bow Good Yard proposals. I visited the exhibition/consultation at the View Tube and whilst i support the revised plans, i am very concerned about the long term plans. My main issues are with the plans to use the junction at Wick Lane and the A12 in the long term to be the main link between the concrete site and access to the A12. This junction is already extremely dangerous and has to deal with much traffic already from the existing concrete works, and other industrial estates. The crossing is not suitable for cyclists and has absolutely no allowances for pedestrians crossing. More residential units are being built in Hackney Wick and this is one of the key crossings to get into town. Has a direct route from the concrete site to the A12 slip route been considered. The existing junction will not be able to cope with any more traffic, or else i am sure there will be fatalities.</p>	2018-11-20T11:58:17+00:00	5bf3f6de9a1328742ad5eb2c

To which part of the Local Plan does this representation relate?	Do you consider that the Revised Local Plan is legally compliant?	Do you consider that the Revised Local Plan complies with the duty to cooperate?	Do you consider that the Revised Local Plan is sound?	Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to cooperate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to cooperate or the soundness of the Local Plan, please also use this box to set out your comments.	Date	Distinct Contributor ID
C72	Yes	Yes	No	<p>Proposed Change C72 relates to the re-numbering and changes to become paragraph 5.8. These changes states, "Providing for a range of different forms of residential accommodation.....".</p> <p>To the consistent with our other comments in relation to Proposed Changes C64 and C71 the revised text here should refer to 'appropriate forms of residential accommodation'.</p>	2018-12-16T17:49:10+00:00	5c13b43c138fa76f70f86273
C71	Yes	Yes	No	<p>Proposed change C71 relates to Policy H1 and housing mx. Changes are proposed to the text that states "The Legacy Corporation will seek to diversify the range of housing provision of securing an appropriate mix of housing and accommodation types to meet identified requirements".</p> <p>As indicated in respect of Proposed Change C64 we agree that the mix should be 'appropriate' particularly having regard to site circumstances and characteristics, rather than being a 'full range' of housing types.</p> <p>Therefore the change here should be carried through to Proposed Change C64 for consistency.</p>	2018-12-16T17:39:59+00:00	5c13b43c138fa76f70f86273
C64	Yes	Yes	No	<p>Proposed change C64 in respect of Policy SP2.3 makes some changes to the wording of this part of the policy. However not all sites will be suitable for "a full range of identified size, accommodation and tenure requirements,".</p> <p>We there suggest that the revised wording be amended to read "an appropriate range of"</p>	2018-12-16T17:30:42+00:00	5c13b43c138fa76f70f86273

C236	Yes	Yes	No	<p>Proposed change 236 is to delete the text relating to the development potential of the sub area. Whilst a number of schemes in this area have planning permission or are under construction we still feel that overall development objectives including housing potential, reflective of the draft London Plan housing targets and our comments on other changes to the draft plan, should be included in the draft plan. This would assist in maintaining the momentum existing in this sub area and the longer term objectives for optimisation of delivery here.</p> <p>Any housing delivery figure should be expressed as a minimum one to encourage such optimisation.</p>	2018-12-14T14:33:37+00:00	5c13b43c138fa76f70f86273
C249	Yes	Yes	No	<p>Proposed change C249 refers to building heights on redevelopment and the application of Policy BN.5 within the subarea.</p> <p>The proposed change states “The prevailing height of development within Sub Area 1 has been established at 20 metres above ground level, equating to approximately 4-6 stories of development. This is represented through a range of intermittent building heights that together form a unique arrangement that contributes to the area’s townscape. Policy BN.5 sets out the approach that will need to be applied both in designing new development and in assessing planning applications where this is proposed to exceed this height. Aside from limited variations it</p>	2018-12-14T14:20:02+00:00	5c13b43c138fa76f70f86273
	Yes	Yes	No	<p>This objection is to the absence of any change to draft Policy S.4 on Sustainable Design and Construction.</p> <p>As presently worded and in the absence of any proposed change the policy fails to respond to modern methods of construction in developing buildings within the Plan area. In this respect it fails to respond to proposals that include modular construction and/or Cross Laminated Timber (CLT) buildings. This can deliver sustainable methods of construction in this tight knit urban area. We therefore object The there is no change to reflect this.</p>	2018-12-14T14:06:53+00:00	5c13b43c138fa76f70f86273

C66	No	Yes	No	<p>Proposed change C64, paragraph 1 refers to delivering housing numbers in excess of the draft new London Plan target of 2,161 units/annum. However proposed change C66 then refers to a number of residential units expected to be delivered between 2020 and 2036 of 22,000. Our first comment is that the this delivery expectation is less than in the earlier version of the plan, that we do not support will optimise developments in the Plan area. Secondly projection of the annual target over the plan period would see in excess of 30,000 units delivered.</p> <p>Given the plan seeks to optimise delivery of housing on sites, together with an expectation of exceeding the draft new London Plan target we consider that a figure of at least, if not greater than, 30,000 should be stated in the draft Plan to provide a really positive incentive for housing delivery.</p> <p>In the absence of this higher figure we must object to the draft plan on this point and also consider it unsound.</p>	2018-12-14T14:00:10+00:00	5c13b43c138fa76f70f86273
C64	Yes	Yes	No	<p>Proposed change C64 paragraph 2 addresses the maximisation of affordable housing. It will be challenging for sites within the regeneration area to provide the levels of affordable housing proposed in this new text. We therefore suggest that in this area the target level of affordable housing should be set at a lower level than the suggested levels of 35 and 50 percent on a habitable rooms basis.</p> <p>We therefore object to this proposed change.</p>	2018-12-14T13:46:08+00:00	5c13b43c138fa76f70f86273

To which part of the Local Plan does this representation relate?	Do you consider that the Revised Local Plan is legally compliant?	Do you consider that the Revised Local Plan complies with the duty to cooperate?	Do you consider that the Revised Local Plan is sound?	Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to cooperate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to cooperate or the soundness of the Local Plan, please also use this box to set out your comments.	Date	Distinct Contributor ID
	Yes	Yes	Yes	<p>Bow Goods Yard: I essentially agree that concerns about noise and air quality need to be taken more seriously. The context of the site has changed massively, there are now many more local residents, and more residential/mixed use blocks nearby are approved and/or in the process of being built, there's the Green Way, a school, the stadium, the tow path, there will be the UCL campus etc., and there is already considerable noise and air pollution coming from the site and around it, some of it from the existing industrial sites, there are already a lot of lorries going through Wick Lane, but also from the many building sites around Hackney Wick and Wick Lane. I understand the argument that there is a rail head there and it needs to be kept a key industrial site but any future industrial development needs to be able to coexist with nearby residents and visitors of the park and the stadium in mind, and it would be good if some of it would become more residential/mixed use/landscaped. <<Consolidation and intensification of rail, industrial and other appropriate employment uses would present the opportunity in the long-term for an element of release of land at Bow East for alternative uses, provided that:</p> <ul style="list-style-type: none"> • Demonstrates an acceptable relationship between the rail and other SIL uses and any non-SIL uses proposed, including noise, air quality and visual impact, applying the 'Agent of Change' 	2018-12-17T13:48:43+00:00	5c177859138fa76f700fcddc

	Yes	Yes	Yes	>>Queen's Yard will act as a high-quality public space defined by a mixture of cultural and public uses that complement existing uses such as The White Building and the Yard Theatre. In my opinion Queen's Yard and the area around Grow and Bar 90 don't need much or any further development, they are established and popular places to go out for both local people and beyond and will probably get busier in years to come as the area will be more residential. Existing places such as The Yard Theatre should continue as they are, they are well liked and are doing a tremendous job putting on many vibrant and interesting productions and also club nights.	2018-12-17T10:20:00+00:00	5c177859138fa76f700fcddc
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From: [REDACTED]
Sent: 20 December 2018 17:59
To: Planning Policy
Subject: Objection to the planning on Carpenters Estate

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category, Reps

Dear LLDC,

As a resident and stakeholder of the Greater Carpenters Neighbourhood Area, I would like to make the representations below in response to the draft changes to the LLDC Local Plan. My response concerns change reference number C301. Site Allocation SA3.4: Greater Carpenters District. Type of Change: Major.

'The Site Allocation is expected to yield a minimum of 2,300 new homes (gross) with an affordable housing threshold of 35% or 50% on public sector land, in accordance with Policy H.2'

I do not agree with this new site allocation of 'a minimum of 2,300 new homes (gross)' for the Greater Carpenters District, as this would mean demolition of existing homes. It seems impossible to build so many new homes in our area without drastically affecting our community for the worse, unnecessarily forcing households to move, destroying many social homes with inadequate replacement and jeopardising the situation of leaseholders and freeholders. We have been fighting as a community for many years to prevent such destructive change and will continue to do so.

regards

[REDACTED]

[REDACTED]

From: Stop MSG [REDACTED]
Sent: 15 January 2019 21:24
To: [REDACTED]
Cc: Planning Policy
Subject: LLDC Local Plan
Attachments: MSG Sphere proposal - FINAL letter to Newham Mayor and Cllrs.pdf

Categories: Red Category, Reps

Dear [REDACTED],

RE: LLDC Local Plan (Regulation 19) Consultation

We represent a group of local residents who have come together to oppose the MSP sphere proposal, we have just realised that the MSG is also promoting their proposal through the review of the Local Plan for the LLDC area. We have seen the representation by the consultants DP9 on behalf of MSG which talks about a venue with capacity of 25,000 spectators. We've also seen a comment by the GLA seeking inclusion of a reference to the MSG proposal in the relevant policy.

We do realise that the statutory consultation period for representations ended on 17 Dec 2018.

We are writing to ask you to accept our late representation to the draft Local Plan if at all possible. We wish to take part in the Independent examination into the draft Local Plan so that our serious concerns can be heard by an Independent Inspector.

Our concerns are set out in detail in the attached paper, which is a letter to the Newham Mayor and Councillors, and we wish for this paper to be taken as part of the formal representation together with the comments in this email.

As you will appreciate, we are not fully versed on the complex planning processes.

We are an informal group of residents who came together only a few weeks ago to oppose the MSG proposal, for which a planning application is yet to be submitted. We have focused our time and energy on trying to inform local people about the imminent planning application and seeking help from local Councillors. As we've found out through door-knocking and leafleting, most local residents who live in very close proximity to the site still have no idea about the proposal.

It is now clear to us that extensive discussions on the MSG proposal have been held behind closed doors between the LLDC and the MSG as well as with the Mayor of London for a very long period of time. Local communities are of course shut out of that secretive process. The proposal now appears to be a done deal.

Given the circumstances, we firmly believe that it is justified for you to accept this late representation, which would allow us a unique opportunity to be heard by an independent Planning Inspector.

Our representation seek changes to the draft Local Plan which are set out below.

Sub Area 3 - Central Stratford and Southern Queen Elizabeth Olympic Park

Site Allocation SA3.1: Stratford Town Centre West

Recent changes to the Site Allocations development principle inserted the words “large scale” town centre use in relation to the Development Parcel 2. The text in relation to the Development Parcel now states “Development parcel 2 should provide a large-scale town centre use with supporting elements with a link bridge”.

We request that this should be deleted and replaced with the following wording:

“Development parcel 2 could provide a small scale town centre use, with the maximum capacity of no more than 1,000 people. Other uses suitable on the site include, but are not limited to: offices, affordable workspace for SMEs and start-ups/”maker space”, production space for creative industries, artists’ studios or similar uses. Any future proposal must not add any additional pressure on the already stretched public transport network. Given that the site is surrounded by housing on three sides, any future proposal must not result in any negative impacts on residential amenity of local residents. Any future proposal must not exceed the heights of the new residential development immediately to the north of site”.

Similarly we request that the **Policy 3.1 : Metropolitan Centre**, and the supporting text, as well as any other relevant parts of the plan, should be amended to remove all references to “large-scale” town centre use, and replace the current text with the wording which reflects our comments above in respect of Site Allocation SA3.1.

Point 5 under Policy 3.1 should also be amended as follows:

After “ Supporting and enhancing a range of cultural and night economy uses” add the following text “providing that they do not create any additional pressure on the already stretched public transport network, do not result in any negative impacts on residential amenity of existing and future residents living nearby, do not led to increased noise and disturbance, and do not lead to potential increase in anti-social behaviour and crime .”

Thank you for your time in listening to our concerns,

 (representing the StopMsgSphere group).

Dear [REDACTED]

We are a group of residents living next to or close by the site of the proposed MSG Sphere project. We are writing to express very serious concerns about the below proposal, which we understand some of you are aware of. Limited detail has been released to the media so far, however this is how we understand the proposal:

Development description: A giant glowing ball (in some images shown to resemble a disco lights ball) within which there would be a live music venue with a capacity of 18,000 to 21,000 people, and a night club with capacity of 2,000 people¹. The proposed structure would be 130 metres in height, which is considerably taller than St Paul's Cathedral.

Location: The site is surrounded by housing on three sides.

The site is directly across the road from the low to mid-rise social housing estate to the east/north-east, which falls within LB Newham. The site is also adjacent to the mid-rise newly completed residential development located immediately to the north of the proposal, which falls within the LDDC boundary. This is a scheme by Telford Homes and Notting Hill Housing Association. Further to the north-west is the East Village with thousands of new homes.

Along the southern edge of the site is the new student housing and the newly built Legacy Tower, made up of shared ownership and private housing, facing directly on to the site. (Please see the indicative location of the proposal, on the map below.)

Developer: MSG Limited, a multi-billion American company, who own large scale music venues in New York and Los Angeles. They are also looking to build a venue in Las Vegas, which is like the venue being proposed in Stratford. No such venue has been built yet.

OVERALL CONCERNS

The proposal raises many planning issues, each of which would individually be a sufficient reason to warrant refusal of planning permission. Some of the key ones are briefly outlined further below. (There will inevitably be other issues not addressed here.)

In summary, a proposal of this kind and size should simply never have been considered in an urban area in London, and certainly nowhere near residential properties. The impact of the proposal on the transport infrastructure and the quality of life of the residents of communities in both the immediate and the wider area far outweigh the suggested benefits of the proposal. The worst impact would be forced upon the residents of nearby social housing estate, who are some of the poorest and most deprived residents of this borough, which itself is the poorest area of London.

No other London borough would seriously entertain such a proposal. There has not been a proposal of this kind in the UK or anywhere else in Europe. This is for good reason, because a development of this kind is simply not acceptable in an urban area. It might be

¹ Capacity figures are taken from media articles and/or material published by MSG. Height figures are based on media articles.

suitable in an out-of-town amusement park or Las Vegas but not in Newham. (We understand that the same company is looking to build a similar facility in Las Vegas.)

MSG recently attempted to buy the Kensington Olympia complex to build their new large-scale music venue, but they were unsuccessful.

We believe that Newham is being targeted as a place for this venue because traditionally residents have been disempowered by a lack of democratic engagement owing to the large scale LLCD involvement and the lack of transparency around previous developments. As a result, any development appears to be seen as acceptable in Newham.

PLANNING ISSUES/ NEGATIVE IMPACTS

Impacts on public transport network

Stratford Station is currently running beyond its capacity and has becoming less and less safe. There are numerous other development projects, which have been permitted already or are currently at the planning stage, which will be built near the Stratford Station over the next few years. These include new large-scale office and residential buildings, as well as a whole new cultural complex called East Bank². East Bank will include a new 550-seat Sadler's Wells theatre and a new choreography/hip-hop academy, a new large UAL's London College of Fashion campus (accommodating 6,500 students), a new UCL campus (for around 4,000 students), a new V&A gallery and a new museum, a BBC music studios hub, and a range of other supporting facilities. East Bank alone will bring an additional 1.5 million visitors to the Park and surrounding area each year.

These developments will bring tens of thousands additional people into the area on a daily basis (office workers, students, shoppers, people attending events at numerous cultural venues). In addition, sports facilities attract very large numbers of people who arrive mainly using Stratford stations, particularly at weekend when the West Ham matches are on or other big events held at the London Stadium. Even if Stratford Station was to be expanded very significantly, it will still struggle to accommodate all this additional pressure.

Stratford Station already operates beyond capacity, and the overcrowding reaches dangerous levels at times. There have already been incidents where people were trampled in the station tunnels due to heavy overcrowding following an incident.³

It is inevitable that very large pressure would be placed on other stations nearby such as Maryland which is the closest local station, which is simply not built for large passenger volumes, even with the improvements currently underway ahead of opening of CrossRail. MSG's publicity material states that Stratford Station will be the primary gateway, but Maryland Station would also be used.

² <https://www.queenelizabetholympicpark.co.uk/the-park/attractions/east-bank>

³ <https://www.standard.co.uk/news/crime/stratford-station-commuters-being-trampled-amid-overcrowding-following-serious-police-incident-a3100606.html>

Other transport impacts: Whilst most event goers would travel to the venue by public transport, there would still be a significant number of people traveling by private vehicles, either their own car, taxis or coaches transporting VIPs to the events. This would increase traffic volumes in the area, create additional parking pressures and increase air pollution in an already heavily polluted area.

MSG's own publicity material suggests that 80% of venue goers are likely to travel by public transport. Even if that was achieved, which it might not be due to public transport capacity problems, that would still mean well over 4,500 people traveling to the venue by private car or coaches. This level of parking pressure cannot be accommodated in the area. It also goes against the aims of Newham's current Liveable Neighbourhoods Bid.

Increased anti-social behaviour, littering, likely increase in drug dealing in the area, other types of crime, as well as noise and disturbance from the crowds arriving to and leaving the venue etc.

Whilst most music event goers are well behaved, given the size of the venue of over 23,000 revellers, it is inevitable that the above problems would arise. This is in an area which is already plagued with serious violent crime, drug dealing, as well as low level crime and anti-social behaviour. There is no doubt that a very large-scale music venue would be a magnet for additional drug dealing.

Further, the MSG Sphere development would, create additional ongoing pressures on an already stretched and under-resourced police force. You will be well aware of the problems of extra demand for policing, and the associated escalating costs, created by the move of West Ham FC to the Stadium.

Impacts on residential amenity of properties in the area surrounding the site and the quality of life of nearby residents

As stated above the site is surrounded by housing on three sides. If permitted, MSG Sphere would blight the lives of thousands of people.

Due to its enormous height, shape, bulk and mass, the proposal would have severe impacts in terms of overshadowing, and loss of sunlight and daylight to residential properties nearby. The proposal is overbearing and would tower over the whole area. In fact, it is designed to do so. Further, the light pollution caused to the residential properties in the surrounding area would be very severe. These are very serious planning matters each of which would warrant a planning refusal. The worst of the impacts would be forced upon the residents of nearby social housing, who are some of the poorest and most deprived residents of this borough, which itself is the poorest area of London. In addition, there would also be significant light pollution to residential properties, and non-residential buildings, in the wider area. Furthermore, the giant glowing light ball would be visible from tens of miles away. It is clearly designed with that in mind - to glow and be highly visible from as far as is possible. Light pollution is a serious issue in urban areas, it is already significant around the whole wider Stratford area, and should not be exacerbated further.

Noise from the venue

It is claimed that the venue would be designed to contain the event noise within the construction itself. Residents remain sceptical that this will be the case.

However, it will simply not be possible to design away the noise from large crowds arriving to and leaving the venue.

Impacts on the immediate and wider character of the area, urban form, townscape and skyline, and on the designated and non-designated heritage assets in the area as well as within a much wider radius

Given that the proposal is a giant glowing light ball – its scale, shape and the glow/lights would have significant negative impacts on all the components of area's character and townscape listed above, which cannot be summarised here. In short - the proposal is simply out of place here. It is completely alien to the immediate and the wider area. Further, the giant glowing light ball would be visible from tens of miles away. It is designed precisely with that in mind- to glow and be highly visible from as far as is possible.

Potential benefits of the proposal

It is claimed that over 3,000 jobs would be created by the proposal. The breakdown of the suggested jobs is still unknown. However, given the nature of the venue, it is inevitable that large numbers of those jobs would be low skilled, low paid, insecure jobs such as bar staff, security staff, wardens and bouncers, glass porters, cleaners etc.

It is worth noting that a large number of similar jobs have been created in the area in recent years as part of the Westfield Stratford City development, in the numerous large sports venues in the Olympic Park (greatest concentration of sports venues in the country), as well as other recent developments in the area. All job opportunities are important and should not be discouraged, particularly in a deprived area like Newham, but there is no shortage of low paid jobs in the area.

There will of course be some higher end jobs, such as technicians and engineers, required to operate the sophisticated light and sound technology at the venue. It is expected that those jobs would form a smaller part of the overall job numbers, and, of course, there is little or no guarantee that many of them would go to the local people.

What has happened to date

There has been no planning application yet. The LDDC have also stated, according to media reports, that there have been no formal pre-application discussions with the developer. However, the company has already bought the site and have engaged in an aggressive media campaign to promote the project and gain support. The Guardian has reported (9/02/18) that the Mayor Sadiq Khan had expressed support for the project.

It appears that discussions might have been held behind closed doors and the developer has been given a nod, before any impact's assessments have been published, and before any local consultation has taken place.

This does not look good from the local residents' perspective. It further emphasises the lack of engagement carried out with Newham residents.

On 20th March an event was held by MSG at Copper Box Arena to promote the MSG Sphere project to VIPs from the music industry. It is understood that some Newham Councillors were

also at the event as well as selected individuals from local organisations. The promotional event focused on the sophisticated light and music technology that the venue would have “to deliver an unrivalled experience to music fans”, with little or no mention of impact on local residents.

It is outrageous that a project of this scale is being promoted at Copper box Arena, whilst the residents who live a stone’s throw away and whose lives would be impacted so severely, are unaware of the plans.

Some residents first learnt about the proposal from the media, and most residents are still unaware of the proposal.

It is highly unlikely that the Mayor of London has been made aware of all the negative impacts on local communities, before endorsing the project publicly.

According to media reports, the developer intends to submit a formal planning application in November this year. This means that the detailed plans are well advanced and costed, but there is very limited detail available to the public about the proposal now.

Several events/public exhibitions have been held in the summer and early autumn by MSG to promote the proposal.

The information which has been made available at these events and MSG’s website is very carefully packaged and presented to gain support for the project, whilst not mentioning any negative impacts on the area.

They are also misrepresenting the number of people who attended their road shows/exhibitions. The exhibitions were held at Westfield Shopping Centre and in the Stratford Town Centre, and anyone who just approached the MSG stand even for a few seconds to check what the exhibition was about and then walked away immediately, were counted as having attended the exhibition. Therefore, the claim on MSG’s website that over 2,000 visitors attended the road shows is a pure fabrication.

Further, people who did attend are shoppers who come from a very wide area, and not many are likely to be residents from the area near the proposal who will be affected by the proposal.

Who will decide on the planning application?

The site falls within the boundary of the London Legacy Development Corporation (LLDC), which has full planning powers over the area in question. Originally, the planning powers over the area were given to the Olympic Delivery Authority (ODA), which was formed by the government and tasked with delivering the Olympic Games. It was necessary to bypass the normal democratic planning process, in order to plan the venues quickly and build them out in time for the 2012 Games. This was perfectly justifiable.

In 2012 the then Mayor of London, Boris Johnson, formed the London Legacy Development Corporation (LLDC), which retained the control over the area, and retained full planning powers.

The LLDC body which decides on planning applications is called Planning Decisions Committee, and the majority of people who sit on the committee are appointed, rather than elected local councillors. The majority of the committee consist of surveyors, an architect

and other people with the background in the development industry, who usually work for developers and propriety investment interests, and who are not answerable to the local communities. Newham is represented on the Committee by two Councillors only, whose influence on the decisions is limited, as they themselves openly admit. This also means that we, local residents, have no meaningful say in the planning process. Developers, of course, use this undemocratic decision-making process to their advantage. Developers know they can push through developments which might not be acceptable elsewhere where local residents do have a real say, and developers also seek to reduce the contributions which they would normally have to make to mitigate the impacts of development.

So, today, almost six years after the 2012 Games, planning decisions on very large development projects in this area are still made by appointed outsiders and not elected local Councillors, which is the case everywhere else in the country. This is simply unacceptable. There is no legitimate planning reason for this. Planning powers must be returned to the boroughs immediately, so that locally elected Councillors can shape the future of our area and decide what should and should not be permitted in their respective patches. This would also mean that Councillors could secure community benefits for local residents from each development scheme, as is the case everywhere else in the country.

Other boroughs are able to secure from developers the appropriate level of investment in local infrastructure to mitigate the impacts of development, the right type of affordable housing for the local communities and many other benefits. For example, there is no doubt that if Newham had been in charge of its area of Stratford over the recent years, the council would have been able to secure more genuinely affordable housing for the borough residents from the many recent residential developments in the LLDC area. Instead, all we have seen is luxury flats, sold to overseas investors and other speculators before they are even built, with little genuinely affordable housing to benefit local communities.

It is an outrage that developers from all over the world are coming to build in the LLDC area and profit from those developments, while we the local residents whose lives are directly impacted by these developments have no meaningful say in the process, because you – our elected representatives - are not the decision makers.

We urge you to insist that planning powers over Newham's area of the LLDC are returned to the council as a matter of urgency.

We also urge you to get involved in this MSG Sphere proposal now and take the lead in this process to ensure that the views of your local residents are heard fully. This includes amongst other things, insisting that all the details about the proposal are made available to the local residents as soon as possible, rather than waiting until the planning application. There is a real vacuum of information at the moment, and residents are kept in the dark, perhaps deliberately.

You must insist that all impacts assessments are made public and scrutinised by independent experts and presented to local residents. This must include an assessment of **cumulative impacts** on the transport infrastructure resulting from the MSG Sphere proposal and all other developments with planning permission and currently in the planning pipeline around the whole Stratford area.

Similarly, you must insist that all other necessary assessments – such as light pollution assessment, crowd management and dispersal strategy, assessments of loss of sun light and day light to nearby properties, are scrutinised fully and independently. These are highly technical assessments and you must insist that the findings are presented to residents in a form that can be understood by people who are not experts in the fields.

Your residents are very poorly equipped to respond to this proposal in a meaningful way on their own. MSG is a corporate giant, who is able and willing to fund an aggressive lobbying and PR campaign to generate support for the project and seek to ensure that local concerns are not given due weight. This really is a David versus Goliath planning battle. Without a proper political involvement and representation, we have no chance of having our voices heard in any meaningful way.

Images of the proposal – MSG Sphere development (from various online media outlets)



Image of MSG proposed venue in Las Vegas



London Legacy Development Corporation

Planning Decisions Committee

The Planning Decisions Committee (PDC) will either make the decisions on the applications submitted to the Legacy Corporation or delegate the decision to Officers of the Legacy Corporation's Planning Policy and Decisions Team (PPDT).

The majority of Committee members are appointed officials rather than elected local Councillors. The appointed Committee members are mainly surveyors, an architect and other people from property development industry. **Only two** Newham councillors sit on the Committee. They have some influence over the decisions of the committee, but their influence is limited as they themselves freely admit.

The Committee members are:



* in the absence of the committee Chairman, the Legacy Corporation Chairman will nominate a substitute chairperson.

About the developer

The company owns a number of large music venues in the USA. This would be their first project outside the USA.

MSG Company's executive chair is James Dolan, who is a big backer of Donald Trump. According to the Guardian, Dolan has pledged hundreds of thousands of dollars to Trump campaigns, including \$300,000 (£217,000) to the fundraising committee Trump Victory, according to public records reviewed by the New York Daily News.

James Dolan was a board member of the Weinstein Company in 2015-16, and in December he was named in a class-action lawsuit filed by six women against the film producer Harvey Weinstein. The suit alleges Dolan "knew of Weinstein's pattern and practice of predatory sexual conduct toward women from his personal relationship with Weinstein and his position as a director of [the Weinstein Company]".

(Guardian online, 24 January 2018).

What other people have said about the proposal so far

According to the Guardian online there were immediately signs of a possible backlash against the project.

"We all know that the music community does not support Donald Trump," said Beverley Whitrick, the strategic director of the Music Venue Trust, which supports grassroots venues.

"A lot of musicians and audience members will feel uncomfortable. It is also a bizarre idea that this is what London needs.

"Is London really short of big venues?" she asked. "This does seem Trumpesque."
(Guardian online, 9 February 2018)

According to the NME.com (online article published on 21 March 2018), promoters at The O2 are concerned about the Sphere's east London location.

Promoters AEG, another USA company who run The O2 Arena in Greenwich, have issued a statement expressing concern over the Sphere's close proximity to venues like The London Stadium and Copper Box Arena, as well as their own The O2.

An AEG spokesperson said: "AEG understands competition in the live music industry and does not oppose the principle of a new music venue in London. However, there is a question mark over whether such a venue should be located in east London, so close to existing venues."

They added that it is "imperative that MSG's proposals do not add to congestion in the area, especially on the Jubilee Line, which is critical for the movement of guests to and from The O2 arena."

Location map of the proposed development

